The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 6249 | 光緒三十二年七月十七號 | WEDNESDAY, SEPTEMBER 5, 1906. | 三拜禮 | 香港英文九月五號 | $30 PER ANNUM. SINGLE COPY, 10 CENST

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $20,250,000
Silver Reserve .....$10,250,000 }
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.

E. Goetz, Esq.	R. Shewan, Esq.
Hon. Mr. W. J. Gresson	N. A. Siebs, Esq.
C. R. Lenzmann, Esq.	H. A. W. Slade, Esq.
D. M. Nissim, Esq.	H. E. Tomkins, Esq.
A. J. Raymond, Esq.	

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
ACTING MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 20th August, 1906. [21

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 30th May, 1906. [22

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow	Kobe
Peking	Singapore	Tientsin	Tsinanfu
Tsingtau	Yokohama		

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warschauer & Co.
Mendelssohn & Co. } Frankfurt a/M.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 26th May, 1906. [24

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,002,000 (£ 417,000).

Head Office—AMSTERDAM.
Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

L. ENGEL,
Agent.
Hongkong, 28th February, 1906. [287

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED	Yen	24,000,000
CAPITAL PAID-UP	,,	21,000,000
CAPITAL UNCALLED	,,	3,000,000
RESERVE FUND	,,	10,300,000
SPECIAL RESERVE FUND	,,	1,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	HONOLULU.
NAGASAKI.	SHANGHAI.
LYONS.	NEWCHWANG.
SAN FRANCISCO.	MUKDEN.
LOMBAY.	PORT ARTHUR.
TIENTSIN.	CHEFOO.
PEKING.	DALNY.
KOBE.	TIE-LING.
LONDON.	OSAKA.
NEW YORK.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

TAKEO TAKAMICHI,
Manager.
Hongkong, 14th May, 1906. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP	£800,000
RESERVE LIABILITY OF SHAREHOLDERS	£800,000
RESERVE FUND	£975,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. P. COCHRANE
Manager.
Hongkong, 16th May, 1906. [23

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " 4 " " " "
3 " 3 " " " "

H. PINCKNEY,
Manager.
No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [20

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ...Every 30 minutes.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes.
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906 [67

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.....	MALTA..... R. A. Peters	8th Sept., Noon.	*See Special Advertisement.*
LONDON and ANTWERP VIA MARSEILLES	JAVA ..... S. Barchum	About 12th September	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.
Hongkong, 5th September, 1906. [4

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR

MACKIE'S
WHITE HORSE
WHISKY.

A Certificate of Purity with every Bottle.

LAGAVULIN DISTILLERY,
ISLAND OF ISLAY, N.B.
Established 1742.

THE UNRIVALLED SCOTCH WHISKY
$14.00 per dozen.

LANE, CRAWFORD & CO.
Hongkong, 23rd August, 1906. [40

'ROSBACH'

'EMPRESS OF TABLE WATERS.'

MIXES EXCELLENTLY WITH SPIRITS.

Telephone No. 75.

SOLE AGENTS—
CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 17th August, 1906. [46

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 8th September,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 1.30 P.M. according to schedule.
Returning departure from Macao about 7 P.M.

Return Fare, 1st Class	$4.00
" " returning on Sunday	5.00
" 2nd Class, available to return on Sunday or Monday	2.00

OTHER RATES AS USUAL.

SUNDAY, 9th September.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.
" " from Macao 3 P.M.
A second departure from Hongkong to Macao at 7 P.M.
Luncheon and Refreshments supplied on board.
MACHADO'S BAND will play Selections of Music.
Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.
Hongkong, 3rd September, 1906. [653

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

45] S. MINAMI, Manager, Hongkong.

THE CITY OF PARIS,
2, PEDDER'S STREET,
(OPPOSITE THE HONGKONG HOTEL).
MADAME FLINT, Manageress.

DRESSMAKERS,
COURT MILLINERS,
CHILDREN'S OUTFITTERS.

Only place in town employing PARISIAN DRESSMAKERS Exclusively.

PRICES MODERATE.
Hongkong, 21st August, 1906 [855

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904 [55

Hotels.

HONGKONG HOTEL.
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
H. HAYNES,
Manager.
Hongkong, 15th March, 1906. [25

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [31

VICTORIA HOTEL,
SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

MACAO HOTEL,
MACAO, CHINA,
IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

26] WM. FARMER, Proprietor.

ORIENTAL HOTEL,
MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.
EXCELLENT CUISINE.
WINES AND SPIRITS of the best quality.
BILLIARD TABLE, the best in the Far East.
EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1905. [29

CARLTON HOUSE HOTELS,

Nos. 8 and 10, Ice House Road.

ELEGANTLY FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE SPECIALITIES.

For terms, apply to—
THE PROPRIETOR.
Hongkong, 7th May, 1906. [519

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 10th May, 1904 [28

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
PRIVATE BAR and BILLIARD-ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including
PORCELAIN FILLINGS.

HOTEL MANSIONS,
Pedder Street.
Hongkong, 1st June, 1906 [617

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong 28th May, 1895. [58

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons .....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " W. A. Valentine.
" "FATSHAN," .....2,260 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....1,998 tons,.....Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.

Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219 tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons .....Captain J. Willox.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing .....Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

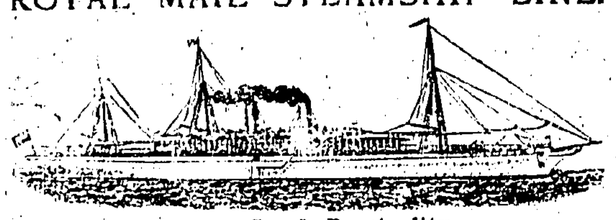
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906. [10

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. *(Subject to Alteration).*

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, September 12	October 6
"EMPRESS OF JAPAN"	6,000	THURSDAY, September 27	October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,425	WEDNESDAY, October 31	November 24
"EMPRESS OF INDIA"	6,000	THURSDAY, November 22	December 10

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways " £40. " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent,
Hongkong, 30th August, 1906. *Corner Pedder Street and Praya.* [13

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $2; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, $2; with Cabin, $2.
1st Class—Return, $2; with Cabin, $3.
3rd Class—Single, 40 cents; Return, 60 cents.
Steerage—20 cents each trip.

All Meals can be supplied on Board at $1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.
Hongkong, 11th August, 1906. [17

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	T. R. MEAD.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ...$4
Meals .....$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:

1st Class single $1 with cabin berth $2.00
" return $2 " " " 3.00
Servants' passages must be paid for.
Breakfast, Tiffin and Dinner $1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd August, 1906. [18

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship *SACHSEN*, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 10th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,302	TUESDAY, 16th October.
WILLEHAD	4,763	TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship *PRINZ WALDEMAR*, Capt. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class		1st Class	2nd Class
TO MANILA	$50.00	$30.00	$20.00	Return	$80.00	$50.00
TO NEW GUINEA	£18.—	£18.10	£14.00	Return	£42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return	£54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return	£59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return	£62.5	£44.5
TO YOKOHAMA	$80.00	$60.00	$40.00	Return	$170.00	$120.
TO KOBE	$95.00	$70.00	$50.00	Return	$170.00	$120.
TO YOKOHAMA & back from KOBE to HONGKONG ...	$140.00	$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*GNEISENAU*	WEDNESDAY, 12th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*PRINZ LUDWIG*	WEDNESDAY, 26th September.
YOKOHAMA & KOBE	*PRINZ SIGISMUND* *	WEDNESDAY, 26th September.

* Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS [9

Hongkong, 29th August, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.
Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.6 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP...	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG..	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAHI.....	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 23rd August, 1906. [15

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, AT 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip $30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to— BUTTERFIELD & SWIRE, AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 23rd December, 1905. [14

BELLE VIEW HOTEL

(Late Metropole Hotel),
SHAUKIWAN ROAD.

UNDER EXPERIENCED EUROPEAN MANAGEMENT.

OPENED ON SEPTEMBER 1ST, 1906.

ON STRICTLY FIRST CLASS LINES.
DELIGHTFUL SITUATION, WATER FRONTAGE, GIVING FULL VIEW OF BAY.
MEALS A' LA CARTE AT ALL HOURS.
PICNIC AND OTHER PARTIES CATERED FOR ON THE SHORTEST NOTICE.
BILLIARDS, BOWLS AND OTHER PASTIMES.

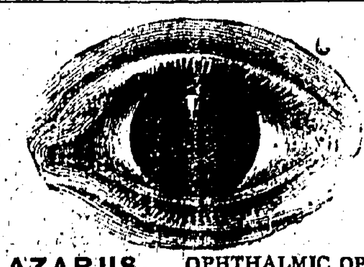
THE PLACE TO SPEND A PLEASANT EVENING.

ARRANGEMENTS FOR PARTIES MAY BE MADE WITH THE MANAGER AT ANY TIME.

SPECIAL CARS will leave HONGKONG HOTEL for BELLE VIEW HOTEL at 6, 6.30, 7.00 and 7.30 P.M., returning from the BELLE VIEW HOTEL at 6.30, 7.00, 7.30 and 8 P.M.

FARE: 20 cents each way.

Hongkong, 5th September, 1906. [888



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, 21, John Street, Bedford Row, W.C.
CALCUTTA, 59, Bentinck Street.
SHANGHAI, 566, Nanking Road.

Hongkong, 27th November, 1905. [48

Intimation.

WM. POWELL LTD.,

ALEXANDRA BUILDINGS.

LACE CURTAINS

Large Variety.

3 yds. $ 2.30 to $ 6.00 a pair.
3½ yds. 3.75 to 9.50 ,,
4 yds. 4.75 to 10.50 ,,
4½ yds. 6.75 to 18.50 ,,
5 yds. 10.00 to 21.00 ,,

MUSLIN CURTAINS

Splendid Selection.

80 cents to $2 a yard.

Madras (White & Ecru).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

POWELL'S

HONGKONG.

Hongkong, 25th August, 1906. [42

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAID).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530

HONGKONG JOCKEY CLUB.

MEMBERS wishing to SUBSCRIBE for "SUBSCRIPTION" GRIFFINS for our next Race Meeting are requested to notify the Undersigned before SATURDAY, the 8th September next.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 29th August, 1906. [875

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908, 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908, 1909.

OPIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM.
GAMBLING RESTRICTION FARM.

For Particulars, apply to—
GIBB, LIVINGSTON & Co.,
Hongkong.

Hongkong, 1st August, 1906. [790

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWITCH.
PUREE DE FOIE GRAS Do.
AND
Other Pic-nic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMA SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906. [61

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY COMPANY, LIMITED,

in the Kwang Tung section, Chinese Civil Engineers or Engineering Students having experience in Railroad preliminary, location and construction. Must be capable of handling any kind of Railroad Instruments on field work.

Address applications, giving training, references, experience and samples of work, to—
H. E. CHANG,
President of the Kwang Tung Mercantile Administration of the Yuet-Han Railway Company, Limited.

Canton, 15th August, 1906. [840

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharge from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [Q

Auctions.

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,
ON
FRIDAY,
the 7th day of September, 1906, at Noon, at their Sales Rooms, 8, Des Vœux Road Central.

THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY,
IN ONE LOT.

All that PIECE or PARCEL of GROUND registered in the Land Office as KOWLOON INLAND LOT No. 540 held for the residue of a term of 75 years created by the Crown Lease thereof dated 3rd October, 1888.

Annual Crown Rent $566.00.

Area 123,232 sq. ft.

Particulars and conditions of sale may be obtained from—
Messrs. EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or from the Auctioneers.

Hongkong, 23rd August, 1906. [863

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,
ON
MONDAY,
the 10th September, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Company's Godowns, Kowloon,

64 DECAUVILLE TRUCKS.
100 AXLE BOXES for same.
18 AXLES ,,
60 WHEELS ,,
9 OIL CUPS ,,
IN ONE LOT.

TERMS:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Note:—The Trucks can be converted into Tipping Waggons and are suitable for filling in purposes.

Inspection orders can be had from the Auctioneer.

Hongkong, 3rd September, 1906. [892

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions from the Second Mortgagee to sell by PUBLIC AUCTION,
ON
MONDAY,
the 17th day of September, 1906, at 3 o'clock in the afternoon, at his Sale Rooms in Duddell Street,
(Subject to a First Mortgage of $25,000 and interest)

All that the Vendor's interest as a Second Mortgagee of and in THE RECLAMATION TO MARINE LOT 221 with the Houses situate thereon, and known as 155, Connaught Road Central and 309, Des Vœux Road Central. The premises are held under Reclamation and Possessory Agreements by which the owner of the premises is entitled to a Crown Lease of the same for 999 years upon the terms and conditions contained in such Agreements.

Area 2,240 square feet.

Annual Crown Rent $42.

For particulars and conditions of sale apply to—
Mr. GEO. P. LAMMERT,
No. 3, Duddell Street,
Auctioneer,
or to
Messrs. JOHNSON, STOKES & MASTER,
No. 8, Des Vœux Road Central,
The Vendor's Solicitors.

Hongkong, 1st September, 1906. [879

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,
ON
TUESDAY AND WEDNESDAY,
the 18th and 19th September, 1906, at 10 A.M. each day, at H. M. NAVAL YARD,
SUNDRY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,
Comprising:—
BOATS' ENGINES and BOILERS, LATHE, TURNTABLE, ANCHORS, MOORING SINKERS, RIGGING, Two CRANES, BOATS, OLD CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE HAWSERS, BRASS, COPPER, IRON, PAPER-STUFF, CANVAS, FURNITURE, MISCELLANEOUS TOOLS, BLANKETS, WINTER CLOTHING and MATERIALS, CASK STAVES, KNEE BOOTS, SURPLUS PROVISIONS including MARMALADE and COFFEE, OFFICERS' MESS TRAPS, TOBACCO, &c., &c., &c.

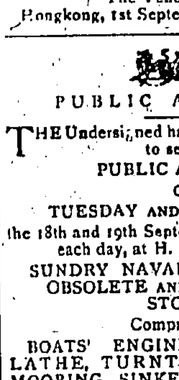
TERMS OF SALE:—As customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 3rd September, 1906. [884

For Sale.

FOR SALE.



WELSBACH'S INDOOR and OUTDOOR 4-LIGHT GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vœux Road Central.

Hongkong, 1st September, 1906. [59

THE N.Y.K. AND COMPETITION.

MEMORANDUM OF THE YOKOHAMA FOREIGN BOARD OF TRADE.

The *Japan Herald* publishes the following communication from the Foreign Board of Trade:—

With reference to the article appearing in the *Japan Times* of the 15th August, in which Mr. Iwanagi is said to deny having made the statement originally attributed to him in the *Chuga Shogyo*, it is much to be regretted that the denial did not appear until action had been taken by this Board some six weeks ago in circulating the following Memorandum to the Chambers of Commerce with whom the Board is in correspondence:—

SHIPPING COMPETITION.

The following Memorandum has been addressed to the Board, and the Committee resolved to adopt it as an expression of their opinion:—

It is now some time since the appearance in the *Chugai Shogyo* of a statement by the Managing Director of the Nippon Yusen Kaisha (Japan Mail Steamship Company) regarding the present competition on the Shanghai line. As no contradiction or modification has appeared, it may reasonably be presumed that the article in question officially represents the sentiments of the Directors of the Nippon Yusen Kaisha, and this being so, they deserve the attention of your Board and of all those interested in the foreign trade of this country.

Under no circumstances can it be alleged that the Nippon Yusen Kaisha have any exclusive right to the trade upon this route. When their predecessors purchased from the Pacific Mail Steamship Company the steamers and goodwill of the line between Shanghai and Japan, the trade was subject to competition, and has always been open to steamers of every class and nationality. In inaugurating their regular line, the China Navigation Company are but following the tendency of modern times, the practice of establishing regular and fixed lines in the place of irregular services.

One of the paragraphs in the article referred to reads as follows:—

"It is the duty and object of the N.Y.K. to check the arrogance of foreign steamers to the east of Suez, and Messrs. Butterfield & Swire are still ignorant of the N.Y.K. capacity. Unless they are induced to pay respect to the Japanese mercantile marine flag, at least on the Asiatic Line, Japan's influence would be affected."

Remarks such as these, carrying with them the authority of such leading men as those comprised in the directorate of the Nippon Yusen Kaisha, can only lead to bitterness of thought and anti-racial feelings such as all true well-wishers to Japan must regret. Some years ago the Nippon Yusen Kaisha established a line of steamers to European ports, passing West of the Suez Canal, and taking part, not only in the trade to Japan, but in the trade between Great Britain and her Colonies; their right to thus compete against the European lines, which up to that time had supplied the route with tonnage, was never questioned, and the best supporters of the Nippon Yusen Kaisha, in their new venture, were among foreign firms. A little later, their lines were opened to America and Australia and in these directions it was also recognised that an extension of facilities for trade adds to the importance of the ports of call. It is a matter for regret that reciprocal feelings and recognition of equal rights are not entertained when a foreign line extends its facilities to Japanese ports.

Competition may be justifiable when carried on by legitimate means: for instance, no objection can be raised if the officials of the Nippon Yusen Kaisha, in their efforts to oust their rivals, should decide to run daily steamers to Shanghai, carrying cargo and passengers gratis, but statements likely to rouse the national prejudices of their countrymen and which unjustly deny the rights of their competitors, are not legitimate weapons. The probable effect of their use will be to arouse anti-foreign feeling; which is greatly to be deprecated, especially in these days when the great nations of the world are so appreciative of everything Japanese. It is to be hoped that the officials of the Nippon Yusen Kaisha will upon reconsideration see that their interests, equally with those of the members of your Board, lie in the promotion of harmony and goodwill and not in sowing seeds of discord such as those upon which these remarks are based.

June 29, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
利光隆公司

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at
No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ld., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [296

To Let.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.
A HOUSE in RIPON TERRACE.
A HOUSE in WONG-NEI-CHONG ROAD.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1906. [72

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1906. [795

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [703

TO LET.

GROUND FLOOR, No. 4, Des Vœux Road, now occupied by Madam Jays, suitable for Banking Office. It provides a good strong room also.

SECOND FLOOR of No. 5, Queen's Road Central, known as "Victoria Building," containing several Large Rooms, suitable for Offices.

TWO LARGE ROOMS and TWO SMALL ROOMS in No. 2, Ice House Street, suitable for Offices.

ONE ROOM and BATHROOM in College Chambers, No. 31, Wyndham Street.

No. 5, Peddar's Hill, 5-ROOMED DWELLING HOUSE with Servants' Quarters.

DAVID SASSOON & Co., LIMITED.

Hongkong, 29th August, 1906. [874

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147

TO LET.

HOUSES in MORRISON HILL GAP ROAD. 4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906 [767

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Therapion, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Malsonneuve, the well-known Chassaignac, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave not a taint or trace behind. Such is The New French Remedy Therapion, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Therapion may be obtained in England "direct from the proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Field Advertiser*, KIMBERLEY.

Sold by A. S. WATSON & Co., Ltd.,
Hongkong, China and Manila. [Q

Intimations.

WANTED.

A BILLIARD TABLE, Full Size.

"R.,"
C/o *Hongkong Telegraph*.

Hongkong, 3rd September, 1906. [890

NIGHT SCHOOL.

THE ASSOCIATION NIGHT SCHOOL will open MONDAY EVENING, September 17th. To all Young Men who desire to make good use of their evenings, the following Courses of Study, which will be given, will bear careful consideration.

SPECIAL COURSE IN ENGLISH (2 hours).
DOCUMENTARY TRANSLATION.
BOOKKEEPING (Elementary and Advanced).
ARCHITECTURAL DRAWING and BUILDING CONSTRUCTION.
TYPEWRITING (Touch System).
SHORTHAND (Pitman's).
COMMERCIAL ARITHMETIC.
COMMERCIAL CORRESPONDENCE.
ELEMENTARY ARITHMETIC.

For Fees and Regulations, &c., call or write the—
CHINESE YOUNG MEN'S CHRISTIAN ASSOCIATION,
34, Queen's Road Central, 1st Floor.
Telephone No. 460.

Hongkong, 3rd September, 1906. [886

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [799

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [71

THE WINE GROWERS SUPPLY CO.

W G S Co.

BARRETTO & Co.,
General Agents, Hongkong.

SYRUPS.

	p.c.qts.	p.c.pts.	p.bt.q.	p.bt.p.
Gum				
Grenadine ...				
Raspberry ...				
Lemons	$15.00	$17.00	$1.50	$0.75
Red Currant				
Lime				
Vinegar				

Lime Juice Cordial...$8 p. c. 1 doz. $1 p. bot.

MINERAL WATERS.

Arima "Teppo"	p. c.	4 doz.	$5.00
" "	"	8 "	7.00
Hirano, "Peacock".....	"	4 "	5.50
" "	"	8 "	7.50
Couzan, Source Bertrand...	(60 bottles)		x8.00
Vichy, Source St. Louis ...	(50 ")		20.00

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 5th September, 1906. [50

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING INVIGORATING HEALTH-GIVING.

During the Hot Damp Weather when Heavy Drinks are out of the Question one's thoughts naturally turn to 'RAINIER.'

Per Case of 4 doz. quarts ...$16.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 16.50
Per Doz. Pints..... 2.75

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906. [34

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 5, 1906.

INGENUOUS TAOTAI WEN.

As the confidential adviser and agent of the Viceroy at Canton, Taotai Wen is well qualified to speak on the varied projects which have lately been launched and are being vigorously pressed forward by the energetic Viceroy Shum. He is in a position to describe the motives which have induced the Government of the two Kwang to support in every possible way the construction of the so-called Canton-Amoy line, but he has also to consider whether it is either wise or desirable that the outside world should understand those motives. Taotai Wen, whose astuteness and ability are a credit to the Hongkong college where he gained his education, would be the first to recognise the folly of bringing the Hongkong commercial rivals of Canton and Whampoa into the confidence of the Viceroy's yamen. In the course of an interview, which appears in another column, the Taotai ridicules the idea that Whampoa could ever seriously hope to compete with Hongkong as a shipping port, forgetting, or rather pretending to forget, that more wonderful things have happened in the world. In fact, he would have us believe that it was simply by the force of circumstances that the line to Amoy was designed to touch at Whampoa, and he has advanced several reasons which should calm the impulsiveness of those who would credit the Government of South China with sinister aims on Hongkong's commercial prosperity. For example, he desires it to be noted that the Canton-Amoy line is entirely a private enterprise; the Government has nothing to do with it whatever. Indeed, if we accept the bare statement of the ingenuous Taotai, the Viceroy knew nothing about the scheme until the Shangpu sent him an order instructing him to render the concessionaire of the railway every assistance in securing the lands required for the line, to bid those people who might be disposed to object to the arbitrary acquisition of their property understand that no trifling with the Imperial mandate would be permitted, and to grant every protection and support to the fortunate promoter of the line. Incidentally, Taotai Wen mentions that the concessionaire of the proposed railway is a high Government official—Chang Chen-hsun, Minister of Commerce, Mining and Agriculture, with a host of other Imperial appointments to fortify his claims to reward. Would the proposal to build a Canton-Amoy line have been quite so readily acceded to or received with so many marks of official favour had the promoter been any other than Minister Chang? Even had the applicant for the concession represented a company consisting solely of Chinese subjects would the wheels of official machinery been so easily turned? Minister Chang is a rich man, it is true, but even rich men find it expensive to undertake the construction of a railway without exterior assistance. We will not accuse Taotai Wen of *suppressio veri* when he declares that the Government of Canton has no interest in the new project, for he explicitly states that the Government will benefit to the extent of 30 per cent. of the railway's profits. But is that to be the total extent of its profits? Again, the Taotai is quite convinced that Whampoa has not the faintest shadow of a future because the water is too shallow—as shallow as the argument. The idea of dredging the mudflats never occurred to the Chinese official mind. Even the reclamation of certain portions of the foreshore, if necessary, was ignored. Finally, the railway will pass at some distance from the immediate wharf centre, as if that were any obstacle. It is quite true that there is no need to be alarmed about the present commercial progress of Hongkong, but the fact cannot be concealed that the development of Whampoa holds a menace for the future of the port. We would suggest that the construction of the line from Canton to Amoy *via* Whampoa is part of a deliberate and apparently admirably-conceived plan to wrest from Hongkong her trade supremacy, and not merely Hongkong, but to win for South China the advantages now held by Great Britain. The Viceroy and those who work with him are none the less to be admired because they should endeavour to advance the interests of their own country. It is a most laudable and patriotic thing, but that is no reason why the victors of the past should not retain the privileges for which they have fought and won legitimately. And it is for that reason we direct attention to one detail in many, all of which are directed towards the same end. Taotai Wen is not likely to show his hand or the hand of his Government at this juncture. The mills of China grind slowly but they grind exceedingly well, and China can wait, always keeping the same object in view. What prospect has a line from Canton to Amoy of making anything like a reasonable profit unless Whampoa is relied upon as a lucrative trade centre? There is a coolie trade and some odds and ends of cargo, but these could be dealt with far more cheaply by water than by land. The intervening country is no doubt fertile, but where its products cannot be sent by water to Canton or Hongkong they will be provided for by the Kowloon-Canton railway. The idea that it is not the intention of the Canton authorities to cultivate Whampoa until it becomes a port worthy to rank as the radiating centre of South China's exports and imports—with the consequent arrestment of Hongkong's prosperity—has yet to be dissipated.

HONGKONG'S "EXCELLENT" WATER.

Yesterday we beheld the somewhat bewildering sight of a Government officer actually deigning to offer an explanation to the public. No less a person than the Government analyst thought it due to the ratepayers that they should know the reasons *for a report which he submitted a fortnight ago.* It may be recalled, and certainly the people in Stanley Street are hardly likely to forget the fact, that by a strange coincidence the analyst and the bacteriologist both took samples of water from a well which is largely used by a section of the population of Hongkong. The analyst quite naturally said that the water was potable—that is, to say, it could be used for domestic purposes, for drinking, etc., without the addition of stimulants or germ-destroyers. The bacteriologist who, it is to be feared, has a bent for discovering the bacilli of typhoid, cholera, and such like infantile complaints, discovered that the water was absolutely swarming with bacilli in the liveliest state of existence. They could not be held in control, so exhuberant was the condition of their health. He reported that the water was not fit for human consumption. The analyst accordingly thought it right and proper to show that while the bacteriologist was not wrong in his investigation he certainly was not right. And no doubt, many people have come to the conclusion that the bacteriologist is altogether to be blamed for interfering with the harmless amusements of the dwellers in Stanley Street. In fact, Mr. Lau Chu Pak minuted: "I don't think the public should have cause for alarm because the experts disagree." Exactly; let the experts fight it out, the bacteriologist with phials of bacilli taken from the diseased well, and the analyst with jorums of pure water taken from the same undiluted source. In his explanation the analyst said: "It is unfortunate that two opposing reports on a well were recently submitted to the Board." By no means; it was distinctly most fortunate for thereby zest is added to life. It is understood that people in Stanley Street are at daggers drawn on the subject of the report, but it may comfort the analyst to learn that by far the most respectable section is on his side, while the others, the hoi polloi so to speak, are violently in favour of the bacteriologist, in whom they see an ardent opponent to the use of plain water. Meanwhile, the owner of the well is making money while the row lasts, ladling out buckets of fine potable water to the analysts and filling up the cups of the bacteriologist's backers with bunches of the purest streptococci. The Government analyst having come out of the cold shades of official seclusion, it is now the duty of the bacteriologist to come forward with a flat contradiction, stating that his friend is not wrong neither is he right, and that could be considered as the first round, the game standing one all. At present, there is nothing before us but the analyst's report. The analyst after explaining how water should be examined maintains that: "Should water become polluted so as to become dangerous, the contamination could easily be discovered." In other words, there is reasonable ground for believing that if one sees a a pleisosaurus hopping about in a tumberful of the fluid drawn from his private well there is something wrong with the well or the water. The analyst most generously remarks that he casts no reflection on the bacteriologist—the exact words being: "I do not in any way wish to underestimate the usefulness of a bacteriological examination"—but he doubts its wisdom. Did the bacteriologist use a clean pail when he drew up the water or did he forget to bring a cleanser with him? That is one of the serious and searching questions which the analyst asks, and the public will echo the cry. Of course, there was no need for this opposition on the subject of the potability of water. As the analyst rather plaintively remarks: "It would have been quite easy for the bacteriologist and myself, after further experiment, to have arrived at an agreement as to the potability or otherwise of the water in question." Anybody could have told that, but now that the bacteriologist has determined to play the part of the carper it behoves him to bring in another report. Those who are not compelled to drink the draughts of nectar or absorb the typhoid germs from the Stanley Street well will be greatly edified by the discussion.

LOCAL AND GENERAL.

THE P. and O. s.s. *India* left London on 3rd ult. with the following for Hongkong: Dollars —£297,000

H. E. THE Governor will be "At Home" at Mountain Lodge on Tuesday, the 11th inst., from 4.30 to 6 p.m.

THE following telegram has been received from the Government of Burma to-day: "Restrictions against arrivals from Hongkong port removed."

SUGAR merchants of Nagoya are about to form a sugar refining company. Opinion is divided as to the amount of capital necessary, one side being in favour of a million and the other of half a million.

THE following extract appears in the *London Gazette*, dated 7th August:—The Queen's Own (Royal West Kent Regiment), Captain Guy F. H. Koonlyside is seconded for service as an adjutant of volunteers.

WE are informed by the Acting Consul-General for the Dutch East Indies that Hongkong has been declared to be free from plague, so that ships or vessels arriving in Netherlands India from Hongkong are no longer subject to quarantine. The prohibition against the importation of certain articles from Hongkong is also withdrawn and all goods can now be imported into these colonies.

A TAIPEH dispatch states that a Formosan junk, loaded with general cargo and timber, which left Foochow on the 30th July, for Formosa, was attacked by pirates on the 7th Aug. The crew of the junk fought desperately, one man being killed and the remainder injured. The cargo and all portable articles on board were carried off. The incident was reported to the Japanese Consul at Foochow, who communicated with the Chinese authorities, demanding that steps should be taken without delay to effect the suppression of the pirates.

A LARGE, fourth-class cargo-boat foundered off the Praya East, near Percival Street, yesterday afternoon, but fortunately no lives were lost. The cargo-boat was moored alongside the praya wall at the time and the rough seas, coupled with the strong wind that was sweeping the harbour, caused her to bump against the wall with such force as to break her up. The crew were rescued by other boats in the vicinity.

THE case in which Mr. Danenberg, of the Royal Aerated Water Manufactory, charged a shopkeeper, No. 41 Hing Loong Street, with stealing a barrel of empty aerated water bottles, valued at $23.50, was concluded at the Police Court, this forenoon. Mr. Hazeland held that there was no evidence to prove that defendant stole the bottles. There was, however, sufficient evidence to prove a charge of unlawful possession and his Worship fined defendant $.00. Mr. Otto Kong Sing defended.

IN a report to the Foreign Office the Japanese Consul at Fouchow states that since the middle of July one-third of the Chinese houses in the city have dispensed with the use of oil lamps. A placard is posted at the entrance to each house prohibiting the use of kerosene oil. The Chinese declare that they are not used to lamps and that their houses are unfitted for such means of lighting, several serious fires having been the result. It is believed the influence of the recent boycott is underlying this movement.

TWO Chiu-chow ricksha coolies had a dispute over thirty cents yesterday afternoon, at West Point, which resulted in a fight. A *lukong* intervened and arrested the younger coolie, who was charged with assault, before Mr. F. A. Hazeland, at the Police Court, this morning. A number of coolies were gambling, and complainant, who is alleged to be a card-sharper won thirty cents from the defendant. Accused would not pay and on being pressed for the money, he picked up an earthenware pillow and chased complainant into the street. He caught him up not far from the house and a struggle followed. Defendant's chance arrived and he brought the pillow down on complainant's skull, putting him out of business. The accused pleaded guilty to the charge and was ordered to pay a fine of $5, or go in for fourteen days.

IN the King's Bench Division, Mr. Justice Lawrance delivered his reserved judgment in the case of Caine and Others *v.* the Palace Shipping Company, which was an action by the vessel's crew for damages for malicious prosecution and for wages. In February, 1905, they started from Cardiff with a cargo of coal, and came to Hongkong, when the crew were told that they were expected to proceed to a port in Japan. The men refused, whereupon they were taken before the harbour master, who committed them for 70 days for impeding the navigation of the ship. They went to prison, and the ship proceeded to the Japanese port. The men claimed wages from the time they left Hongkong until they arrived in this country. Judgment was that the plaintiffs were entitled to wages up to the date when they arrived in this country. No damages could be claimed for malicious prosecution. A stay of execution was granted, as it was a very important matter to the shipping world.

CATS AT WAR.

LIVELY TIMES AT EAST POINT.

Residents in the vicinity of Morrison Hill Road were aroused late on Tuesday night by the noise created by a host of cats in the neighbourhood engaging in a regular battle of Armageddon. What the trouble was about no one could tell, but from the noise created one would have thought that all the cats in Hongkong were at war. The people in the neighbourhood did all they could to keep out the noise. Doors and windows were slammed, some stuffed the ends of the sheets into their ears, but still the squalling filtered through, making one think the feline brutes were under the bed. The youngsters were awakened and what with their howling and the miauing outside, the banging of doors, and the language of the sterner sex, things really hummed. But the cats would not stop. They scratched and clawed each other and dived about the backyards in a manner suggestive of a wild-west brawl which nearly drove one frantic. Then means were adopted to drive away the infuriated animals. Boots and shoes, bits of wood, and empty (whisky) bottles were hurled at the fighting mob, which increased the noise, for as one missile got home there would be a groan and the fight would wax faster. Now and again the sound of broken glass was heard which meant that one of the "shooters" had missed the target and had struck the window of a neighbour instead. The fight lasted for over half an hour, and it would have continued for long, according to a resident in the neighbourhood, had not a pistol shot rang out, followed by "I've got him," and the tabbies cleared, leaving one on the battlefield. Then peace reigned, and, in the words of the poet, the residents sought "tired nature's sweet restorer, balmy sleep."

THE ROYAL HONGKONG GOLF CLUB.

SEPTEMBER MEETING.

The following cards were returned:—

Captain's Cup:—(23 entries). Mr. F. Barry, R.N., 80 scr.=80; Mr. C. P. Chater, 97—13=84.

May Cup:—(5 entries). Mr. G. H. Edwards, 107—18=84; Mr. R. D. Harvey, 120—23=97.

Pool:—(28 entries). Mr. E. D. Sawdy, R.N., 92—18=74; Mr. F. R. Barry, R.N., 78 scr.=78; Mr. A. S. Forrest, 75+4=79; Mr. R. H. Crosse, R.A., 90—10=80.

The next competition will be held at Happy Valley from 8th to 10th September, for the Robertson Farewell Cup.

CANTON DAY BY DAY.

CHINESE ENGINEER FOR THE RAILWAY.

[*From Our Own Correspondent.*]

Canton, 3rd August.

The Yuet-han Railway Company has received a telegram from Tientsin stating that Mr. Kwong Zu-n Mow, chief engineer of the said railway, left port per s.s. *Tai Shun* for Canton on the 17th day of the 7th moon (31st August)

The account office of the Yuet-han railway was opened on the 13th day of the 7th moon (1st instant), a fact which the vice-president reported to Viceroy Shum, and the members of the nine hospitals celebrated the occasion.

CHAIR-COOLIES' STRIKE COLLAPSES.

Up to the 4th day of the 7th moon (2nd inst.) the chair coolies had vigorously carried on their campaign against the registration scheme, but on that date the strike collapsed, with the result that sedan chairs are again to be seen in the streets. Prior to that date all the chair coolies in Canton, with the exception of those in the employment of foreigners, had been enjoying the unusual experience of a strike—a rather novel method for them of relaxing themselves.

CHAMBER OF COMMERCE.

A meeting was held on Saturday last in the Chamber of Commerce, Canton, when votes were recorded for the election of members. At the nomination 50 members had been made candidates but the nominees who attended were so few in number that it was found impossible to complete the Chamber and the proceedings were accordingly adjourned until the 8th August.

CRIMINALS EXECUTED.

On the 2nd inst. the Nam Hoi Magistrate ordered six criminals—Chan A So, Chan A How, Chan A Man, Wong A Hoi, Leung A Leung and Lam Tai Yau—to be tied up and sent to execution. The order was duly carried into effect.

Canton, 4th August.

BLIND SINGING GIRLS.

The Canton Police Department has issued an order that all the blind singing girls in the city must be registered and that no one shall be allowed to sing in the house of their respective employers or trained in the streets after midnight, otherwise the police have the right to arrest them

FIGHT IN A THEATRE.

At midnight on the 1st inst., a fight occurred in the Cheung Lok Theatre at Honam between the ticket collectors and some scholars. One of the masters of the Kwong Yan College was severely injured. Next day the matter was reported to the Pun Yu Magistrate and the teachers of the College petitioned him to require the master of the theatre to deliver up the man who had committed the injury. A meeting was held in the College to discuss the advisibility of prosecuting the theatre, on the 2nd inst.

LOSS OF PROFITS.

Nearly two-thirds of the palm-leaf fan shops in Kong-moon have been closed on account of the immense falling-off in the market. Last year the fans were valued at 100 taels per 10,000 pieces, but this year the price has fallen to 20 taels.

VICEROY'S PROTECTION.

Yesterday Viceroy Shum instructed the Nam Hoi magistrate to notify all the subordinates to take steps for the protection of the chief engineer of the Yuen Han railway after his arrival in Canton.

POSITION OF SIR ROBERT HART.

On the 3rd ult., Mr. Rees having asked the Foreign Secretary whether the assurances given by the Government of China to the British Legation at Peking to the effect that no change would be made in the methods of the administration of Chinese Customs had been carried out, and whether the resignation of Sir Robert Hart was due to any failure to carry out such assurances,

Sir E. Grey replied: Mr. Carnegie, His Majesty's Chargé d'Affaires at Peking, has informed us of the new instructions to the Inspector-General of Customs. They do not appear to be contrary to the assurances given by the Chinese Government, that the actual administration of the Customs will continue as before. But I am inquiring as to whether this has been made quite clear. His Majesty's Government have no reason to believe that the report of the intended resignation of Sir R. Hart is correct.

THE CHINESE CUSTOMS.

In the course of the debate that took place on the motion for adjournment on 4th inst., Mr. Rees again called attention to the Mackay Treaty, and to the necessity for further concessions to British subjects in China. It was considered by all interested in the China trade to be of paramount importance that the Customs should remain, as before, under European control and supervision. An Imperial decree to this effect, not only containing the conventional ending "tremblingly obey" but also the intention that it should be obeyed, appeared to be necessary in the present situation.

Sir Edward Grey, in his reply, stated,—The question of the Chinese Customs—a most important point—has been raised. With regard to Sir Robert Hart, we have had no information that he intends to resign, and I am not in a position to say what his intentions may be. I assume that when he does resign he will take some more direct method of intimating the fact than that which has hitherto been stated in the Press. With regard to the Chinese Customs, I do regard it as most vital in the interests of trade, in the interests of Chinese revenue, and in the interests of Chinese credit, that the administration of the Customs should be maintained on the lines on which it had been so successfully worked hitherto, and that it should be maintained as an efficient and honest administration. Chinese progress is intimately bound up with the maintenance of the Chinese Customs on the lines laid down by Sir Robert Hart, and that is a subject which will receive the close attention of His Majesty's Government.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FLOATING MINES.

YELLOW SEA CLEARED.

JAPANESE GRAPPLE WITH MARINERS' DANGER.

[*From Our Own Correspondent.*]

Shanghai, 5th September, 2.55 p.m.

Admiral Misu reports that the Yellow Sea has been cleared of floating mines north of a line connecting Cape Collinson with Shifushi, and up to Kinchow Bay.

S. S. "SEXTA" ARRESTED.

RESULT OF THE COLLISION.

In our columns on Monday we published the account of the collision which took place between the German s.s. *Sexta* and the British s.s. *Strathmore*, the latter vessel being then anchored inside Lyemoon Pass, and badly damaged by the impact of the collision. The s.s. *Sexta*, though damaged, was not sufficiently crippled to prevent her proceeding to Canton, for which port she has a cargo of coal on board; and accordingly, yesterday, she secured her port clearance, which would have enabled her to leave the harbour at any moment, but as this procedure did not at all fit in with the views of the agents of the s.s. *Strathmore*, the vessel which sustained the most serious damage, a warrant was applied for this morning, and the *Sexta* placed under arrest, detectives being placed on board of her, pending the signing of the usual bond. At the time of going to press she was still lying under arrest in the harbour.

CHINESE IN NEWFOUNDLAND.

The Newfoundland Colonial Ministry, on August 7th last, proclaimed operative an enactment which was passed in the recent session of the Legislature, and to which the Royal assent has been granted, requiring Chinamen entering the Colony to pay a head-tax of $300 each. This will have the result of killing a scheme now being mooted for bringing 500 coolies into the Colony to work in the various mines.

BANKRUPTCIES IN SINGAPORE.

FAILURES OF NATIVE FIRMS.

It is stated on good authority, says the *Penang Gazette* of the 25th August, that no less than seventy native firms in Singapore have failed to meet their liabilities since the beginning of the current year. There was another large failure in the Southern Settlement a couple of days back, involving heavy losses to several European firms, and it is also rumoured that a Chinese firm in Penang, which has been negotiating with its creditors for some time past, may be expected to go into bankruptcy soon. This would seem to indicate that the trade of the Straits is not in a very healthy condition. It would be unreasonable to expect no failures at all among the native firms, but seventy in eight months is quite an abnormal number for Singapore. It is, we believe, a fact that the principal creditors in the recent failures have been the German and other foreign firms established here and in Singapore. Before these foreign firms became such important factors in the trade of the Colony thirty days was the usual limit of credit. Now, it is frequently extended to nine months, although several well-known British firms consistently refuse to grant such lengthy terms. The merchants who give this extended credit naturally cover themselves against risks and possible losses by making large profits on their business, and it is doubtful whether it is the principal creditors who suffer most when failures do occur. They work on a basis of large risks and large profits, and the composition or the dividend paid in bankruptcy frequently leaves them with very little loss. As the principal creditors, however, they naturally expect to be allowed a considerable voice in the settlement of the question as to whether a composition shall be accepted or the case taken into the Bankruptcy Court. In the opinion of one of the leading merchants of the port the tendency to accept compositions, which seems very strong here, is an evil one, and we should imagine that this is also the view of the Official Assignee. There is good reason to suspect that a considerable percentage of the failures which take place in this Colony are more or less fraudulent, but, owing to the fact that when a native firm is known to be hopelessly in difficulties, creditors will still carry on negotiations for months, it is by no means easy for the authorities to discover clear evidence of fraud, as the lengthy delay gives the debtor ample time to cook his books and to remove his goods.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Arratoon Apcar*) 6th inst.
Australian (*Australian*) 7th inst., morning.
German (*Gneisenau*) 10th inst., evening.
Canadian (*Monteagle*) 11th inst.
German (*Sachsen*) 11th inst.
Indian (*Kutsang*) 13th inst.

The N. Y. K. Bombay Line s.s. *Totomi Maru* left Bombay for this port *via* Tuticorin and Singapore on 2nd inst.

The E. & A. s.s. *Australian*, from Sydney, &c., left Manila yesterday evening for this port, and is due here on 7th inst., morning.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Yokohama at 7 a.m., on 5th inst., and leaves again at 5 p.m., same day, for Kobe, where she is due to arrive at 5 a.m., 7th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI TRAGEDY.

ACCUSED COMMITTED FOR TRIAL.

[*From Our Own Correspondent.*]

Shanghai, 5th September, 2.55 p.m.

Peter Hyndman, who is charged with the murder of Harry Smith and the shooting of his *fiancée*, has been committed for trial.

[*Reuter's.*]

LONDON, 3rd September.

Heat Wave in Europe.

An unprecedented heat wave is passing over Great Britain; the thermometer has registered over 90 in the shade for several days. Footballers and the spectators at the matches have been prostrated and carried off the fields.

A hospital at Northampton caught fire; it is believed that the rafters were ignited by the sun.

Many cases of corn stacks, petroleum tanks and trees catching fire have occurred.

Later.

The North West Passage.

The Norwegian Polar Exploration vessel *Gjoa* has reached Nome, Alaska, completing the North West Passage.

The United States.

President Roosevelt has reviewed at Oyster Bay the greatest fleet of American warships ever assembled, to the number of forty-three.

Mr. Bryan's advocacy of a State ownership of railways, is considered to seriously jeopardise his chances of the Presidency and powerful influences are now agitating for the re-election of President Roosevelt.

ARMED ROBBERY IN THE NEW TERRITORY.

WOMAN BURNT WITH A TORCH.

Before Mr. F. A. Hazeland, at the Police Court, this afternoon, Fan Ming, a coolie, was committed to stand his trial at the next Criminal Sessions, on a charge of committing armed robbery at Chuk Tsun village, in the New Territory, on 13th July last. The owner, a woman, of the house which was robbed gave evidence to the effect that at about 8 o'clock on the evening in question she was at home with her child and another. Somebody rapped at the front door and called out: 'Open the door." She asked what was wanted and the reply came that the men outside were "Government officials" and that they wanted to search her house for opium. She at first refused, but hearing the men say that if they were kept much longer waiting they would smash open the door and take her to gaol, she unlocked the door and six men entered. Each man carried a torch and held some weapon. The men searched the house. Before she admitted the men she left four pair of silver bangles on her bed. When the so-called "Government officials" entered her bed-room she heard the jingling sound as if someone were picking up her bangles, and rushing into the room she was in time to see one of the robbers pocketing her bangles. "You have not come here to search for opium," said the woman of the house. "You are robbers." One of the robbers struck her on the face with his lighted torch, while another covered her with his revolver, warning her that in case she called out she would be killed. The men turned out the contents of every box in the house and left after half an hour's stay, stealing $65 in banknotes, two sovereigns, eleven half sovereigns, four French gold coins, four bangles, five gold ear-rings, two gold finger rings, six pearls, 144 feet of grass cloth, 40 feet of cotton cloth, two blankets, a quantity of clothing, and a gauze mandarin jacket. Before the robbers departed they chained the woman to her bed and cleared. The other clanswoman, who had hidden herself when the robbers entered, came out and released her friend from the bindings and together they made for the nearest police station, when the occurrence was reported. The news was wired to all stations giving a description of a few of the robbers and the property stolen. About a week ago the defendant was arrested at Yaumati, and on being searched at the station a pawnticket, relating to the gauze mandarin jacket, was found in his pocket. The woman later picked out the defendant among a gang of other men as one of those who robbed her. She also identified the gauze mandarin jacket as her property.

THE WEATHER.

The following report is from Mr. F. G. Figg, *First Assistant of the Hongkong Observatory*:—

On the 5th at 11.30 a.—The barometer has risen in Japan, and fallen slightly over the Gulf of Pechili, Hongkong and the S. Philippines.

The depression has probably approached the coast in the neighbourhood of Hainan Straits. It apparently continues to move towards N.W.

Pressure is highest over Central China. It remains low over N.E. Japan, in rear of depression which was passing to the Northward of Hokkaido and moving towards the Pacific yesterday afternoon.

Departures from the normal pressure are slight, except over N.E. Japan and in Hongkong where it is in defect by about 0.2 inch.

FORECAST.

1.—Hongkong and neighbourhood, S.E. winds, strong; squally, showery.

2.—Formosa Channel, E. winds, moderate.

3.—South coast of China between Hongkong and Lamocks, E. winds, strong.

4.—South coast of China between Hongkong and Hainan, cyclonic gales.

TAOTAI WEN'S VIEWS.

WHAMPOA VERSUS HONGKONG.

THE TAOTAI TALKS OF RAILWAY SCHEMES IN SOUTH CHINA.

Taotai Wen, as the mouthpiece of the Viceroy at Canton, irrespective of his own ability and power, is a decidedly interesting personality. Like a diplomatic courier he has acquired the habit of turning up in unexpected places at unexpected times. There are no drums or banners or flaming garments when the Taotai is on the road; he covers his trail with the skill of a secret service agent. Yesterday he paid a flying visit to Hongkong, making Thomas' Hotel his headquarters. He spent just twelve hours in the Colony, but his business occupied exactly an hour. The remainder of the time was spent in smoking cigarettes and genially discussing airy trifles of apparently no importance with those few who are favoured with his intimacy. He was hidden to the world, until he was handed the card of a *Hongkong Telegraph* representative.

"Where did you come from? How did you know I was in Hongkong?"

With that diffidence which is the born attribute of all journalists, the *Telegraph* scribe disclaimed any suggestion of prescience.

A long dour-looking individual who seemed to act as a sort of unofficial guard—another guard, it should be stated, squatted outside the Taotai's door and looked on the pressman with distinct disfavour—came forward and, interpreting a glance, disappeared. The Taotai, smiling generally, as if relieved to find that his visitor was only a journalist, made ready to offer the usual welcome.

A HONGKONG DIPLOMAT.

Taotai Wen, to whom is attributed half the official misdeeds of Canton, is far from conforming to the ordinary idea of the beetle-browed conspirator. A middle-sized man, bespectacled, with a dragoon's black moustache, and the large black eyes of innocent childhood, Taotai Wen might be mistaken—in a crowd—for one of his country's gentry with no thought of politics or intrigue. He is the modern Chinaman personified. Not the unbending, stand-on-my-dignity-if-I-die-for-it type of Chinaman; not the Chinaman who you can see is laughing in your face, but the ready, resourceful Chinaman who knows how many beans make five. The moment he enters into conversation the pale light of child-like inquiry gives place to a sharpness of sight which is only toned down by a certain blandness. Remember, Wen is a Hongkong Chinaman. He does not belong to the straight-backed, old school variety of diplomat. He had his education in Hongkong; was educated at Queen's College, as he told with the charm of a student speaking of his *Alma Mater*; was a teacher at Queen's College; and owes in great part his position to that institution.

"Oh, no, he had not come to Hongkong on any special business; at least . . ." and he graciously raised his tumbler and waggled it at the interviewer.

THE PORT OF WHAMPOA

One of the first inquiries was with regard to the construction of the new railway line from Canton—to Whampoa?

"Not to Whampoa"—the Taotai interrupted, "but to Amoy. Certainly the line will touch at Whampoa, but that is merely a circumstance Whampoa happened to be on the route—"

"Not the direct route?"

"Well, the line to Amoy curves at Whampoa, but it is on the route surveyed."

"It has been suggested that it is intended to develop Whampoa at the expense of Hongkong."

"Yes, I was reading the *Hongkong Telegraph*," said Taotai Wen, "but there is no idea that any part of Hongkong's trade should be diverted to Whampoa. Why, we could never take away the shipping of Hongkong and bring it to Whampoa. Besides the Canton-Amoy line is a private affair."

"But it has been under the consideration of the Board of Commerce; the Viceroy has issued proclamations regarding the lands which will have to be purchased; the British Chargé d'Affaires at Peking has protested against the construction of the railway—everything would seem to prove that it has Government sanction and is backed by the Viceroy."

A PRIVATE ENTERPRISE.

"The Viceroy is not concerned with the line in any way," said the Taotai. "It is a private enterprise; the Government has nothing to do with it."

"Then it is a concession?"

"Exactly—a concession to Chang Chen-hsun, the Minister of Commerce, Mining and Agriculture for the two Kwang. Chang is a rich man who went to the Straits and returned to China. He was a director of the Hankow-Canton railway when it started. He is building the railway on his own initiative; the Government is doing nothing in the matter, beyond granting the necessary privileges for the construction of the line."

NEVER AGAIN.

"But it is possible that as the result of having railway communication with Canton, the port of Whampoa may regain its old status?"

"I don't think so. That is not contemplated. Ships of any size could not be berthed at Whampoa—the water is too shallow."

"It could be dredged."

The Viceroy made a gesture. "The railway passes at a considerable distance from the river. As you say, wharves might be erected and brought into connection with the railway, but how could Whampoa hope to compete with Hongkong? Besides Whampoa is not a free port. Hongkong is too firmly established as a port. There is considerable trade between Canton and Amoy and that is the trade which it is hoped to cultivate.

"So that all these rumours about Whampoa becoming in time the rival of Hongkong are without foundation?"

"Absolutely." The Taotai was very emphatic—perhaps a trifle too emphatic, but that depends upon the point of view. "The profits? Why, they go to Chang, who will pay a royalty of 30 per cent. to the Government, just as all the railways do. It is a mere incident that Whampoa is on the route to Amoy."

KOWLOON-CANTON RAILWAY.

"As to the Kowloon-Canton railway, has anything been done or is anything being done to start operations from the Canton end?"

"Negotiations are proceeding between the Waiwupu and Mr. Bland of the British Chinese Corporation. When these are completed then we will start operations—that will be in a short time, I believe."

"What do you consider to be a short time?"

"About a month. Yes, I should say a month will see the work begun. Have you started boring through the tunnel yet?"

The interviewer said he understood that the engineers were only awaiting the arrival of the drills from England. Taotai Wen seemed only mildly interested in the Kowloon-Canton railway.

CANTON-HANKOW RAILWAY.

"With regard to the Yueh-han railway—?"

"You know that work is going ahead with the line to Hankow. Kwong Shun Man is on his way from Tientsin to act as chief engineer. Kwang is the No. 2 engineer in railway work in China. We had hoped to get Chun Ching Yu, the No. 1 man, who built the railway from Peking to Kalgan and several other railways in the north, but as we could not get him we were very glad to get Kwong, who had had great experience. He has been connected with most of the railways built in the north, the Peking-Tientsin line, for example. He is a very good man, indeed, and I am confident will prove an extremely competent and efficient official."

"Is he a northern Chinaman?"

"Oh, no. Like Ching the No. 1, he is a Cantonese. The Cantonese all seem to go in for engineering, mining and technical work generally. Ching and Kwong were both sent to America to study engineering. They did not graduate, but they learned all that was to be learned of railway engineering.

Taotai Wen was not to be drawn on the question of the employment of a Belgian engineer.

OTHER SCHEMES.

"You have several improvement schemes in progress in Canton—the bunding scheme, for instance—"

"That is completed."

"And the removal of the barriers?"

"That has been done to the satisfaction of the Commissioner of Customs."

"The waterworks—"

"That scheme has been started. It is proposed to supply Canton with an adequate supply of water whenever we can decide upon the best source from which to obtain the water.'

"Is that a private enterprise?"

"In a way it is, but the Government has taken 600,000 taels' worth of shares, out of the capital of 1,200,000 taels."

"Do you expect to supply the whole of Canton with water for that sum?

"If more money is wanted then more money will be found, you may be sure of that. We expect that the scheme will be completed in about three years."

"Three years! You will supply all Canton with fresh water in three years?"

"Oh, certainly," said the Taotai, with sublime satisfaction.

VICEROY SHUM.

"There are rumours that the Viceroy is to be appointed to another viceroyalty?

"Have you seen the edict issued to-day? Perhaps you know that during his absence in Europe, Tuan-Fang, the High Commissioner, was appointed Viceroy of the Min-chi Provinces, but he has never taken up that appointment. The edict issued to-day says that Tuan-Fang is appointed Viceroy at Nanking. Chou-fu goes to Minchi. That shows there will be no changes in the south for some time to come. You can always tell how things will go by watching the movements in the north. These appointments show that the Viceroy of the two Kwang provinces will remain at Canton; all the stories about his going to this or that province are baseless. They are fabricated by some of the newspapers which don't know what they are talking about. I give you the facts."

Taotai Wen left Hongkong by one of last night's boats for Canton.

HORSES FOR SHANGHAI.

IS THE MARKET OVERCROWDED?

Thirty-two Australian horses, from Messrs. Denham Bros., Rockhampton, Queensland, were landed in the Colony yesterday afternoon from the China Navigation steamer *Changsha*. The horses are a fine lot of animals, although they are a bit frisky, but this can easily be explained when one considers the length of time the animals had been cooped-up on board ship and the rough passage they had had during the last few days of the trip. In fact, heavy seas were continually washing over the vessel from the time she left Manila. The animals, on landing, were removed to Kennedy's Horse Repository where they will remain until shipped on the steamer *Tientsin*, which takes them to Shanghai to be put up for sale by public auction.

It was only a few days ago that twenty-four waelers' left this Colony for the Northern port to be sold. In former days the Australian horse dealer made a "good thing" on the China market, but recently so many Australian firms have taken up the cue to ship horses to China—and nearly every Australian vessel brings fresh horses for auction—that one wonders whether some of the firms manage to cover the expenses of freight and insurance, much less the price of the horses. Considering the number of Australian horses that have passed through this Colony, and are still passing through, all bound for Shanghai, and the rumour which was current recently to the effect that a great number of Russian horses are shortly to be auctioned at Shanghai, Tientsin and Vladivostok, we would think by now the Shanghai market must be flooded. Nevertheless, it is to be hoped that Denham Bros. will come out good after the sale.

CLAIM FOR GOODS SOLD.

In summary Jurisdiction this morning, his Honour Mr. A. G. Wise, Puisne Judge, presiding, Ng Sze Kong and Ng Yui Hui, partners in the silk firm of Kwan Wo, of Canton, sued the Tai Wo firm, of Honkong, for the recovery of the sum of $1,000, due for goods sold and delivered by plaintiffs to defendants. Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiffs, Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the defendants.

Mr. Dixon said the Kwan Wo firm were wholesale silk dealers in Canton, while the defendants were silk merchants in Hongkong. The plaintiffs claimed the sum of $1,000, which was the balance of an account due for goods sold and delivered to defendants. The actual amount of the balance due was $1,028.98, but the $28.98 had been waived in order to bring the claim within the jurisdiction of the Summary Court. The defendants sent their managing partner to Canton to order these goods, because that was their custom, and goods had been previously ordered in Canton in the same way and sent to Hongkong. The prices were arranged in Canton at the time when the goods were ordered. In evidence of the witness would also say that he wrote down the list of the goods ordered, together with the prices arranged to be charged therefor, in his rough order-book. The goods were subsequently sent to the defendant firm, together with a letter and a bill of lading, and an account setting forth the goods forwarded and the prices thereof as arranged, at the time of ordering the same. At that time no exception was taken to the goods or to the prices, but later on the defendants raised the question that the prices were not the prices arranged. Plaintiffs then wrote to defendants, inviting them to send a representative to Canton, for the purpose of examining their books. A man was sent, and he must have satisfied the defendants as a result of his examination of the books, for no further objection was made to the account for a long time. Plaintiffs continued to forward to defendants copies of the account rendered, and in the sixth moon of last year Ng Sze Kong came to Hongkong to compare his book with the defendants, in order to see whether the accounts agreed. Upon that examination he found the book he saw exactly agreed with the one in which the order was entered, and which would be produced before the Court. The defence, he understood, would be that plaintiffs had not credited them with certain moneys paid on account. He and his client had had an inspection of the documents in Mr. Thomson's office, and his client was of opinion that some of them were not genuine, the chops thereon not being the chops of his firm.

Ng Sze Kong, managing partner of the plaintiff firm, was called and gave evidence in corroboration of the opening statement, and said that he received a letter from the defendants complaining that the price was too high. He had lost that letter, but he sent a reply in which he stated that he could not agree with the defendants on that point. He kept a cash book and all moneys received from defendants were entered in it. No money was received which was not entered in that book. The chops of the firm were produced in Court, and did not apparently correspond with those alleged to be the plaintiffs and put on the documents. The documents were therefore, it was held, forgeries. Plaintiff never at any time told defendants to arrange their own prices, the prices were arranged altogether at the time of the purchases.

Mr. Gardiner, for the defence, said that his case was that nothing at all was due, as payments had been made without the defendant being given credited for same, and proceeded to cross-examine witness. After a somewhat lengthy examination of the book as to the various prices at which plaintiff sold this class of goods, which the witness explained by stating that they were of different qualities, and therefore differently priced, witness said it was true that after a time defendants complained that they not sell the goods as they were not of proper quality, and witness told them they could send them back, if they were not of the quality ordered. Defendants said they would send 20 pieces, but they only sent 19, as they sold one piece in the meantime. All the other goods they had received the defendants had sold.

Mr. Gardiner: Is it not usual to have a settlement of accounts on the eve of the Chinese New Year?

Witness: Yes, when it is possible.

Mr. Gardiner: Then why did not you have a settlement?

Witness: I pressed for a settlement, but they said they had not the money and asked for time.

Mr. Gardiner: Did you give them time?

Witness: Yes, but still they did not pay.

Mr. Gardiner: Then why did not you sue them before?

Witness: Because they pressed me to give them more time.

Mr. Gardiner: And did you?—Yes.

Mr. Gardiner: Then why are you sueing them now?

Witness: Because we can't get our money otherwise.

Mr. Gardiner: Did you receive and give a receipt for 532 taels?—No.

Mr. Gardiner: But here is a receipt, with a certified translation.

His Honour: Yes, I've seen it.

Mr. Gardiner: You did not sign this receipt?

Witness: No.

Further cross-examined, witness said he gave credit for the 19 pieces of gauze returned but he had gone credit for the Customs duties paid by the defendants on the goods, because they had purchased them and afterwards returned them because they could not sell them.

Evidence was then called on behalf of the plaintiffs to prove that the prices charged, and which the defendants objected to, were the market-prices ruling on the date of the purchase of the goods in question. That closed the case for the plaintiffs.

Mr. Gardiner said his case was that the agreement for purchase of the goods was made in Canton, but the plaintiffs did not have them in stock then, and so agreed to send them to Hongkong in a day or two. Goods were sent down, but they were not according to the quality required. No price was agreed upon as they could not show the goods. When the latter arrived in Hongkong they were not of the same quality as ordered, and defendants wrote and told the plaintiffs so, and offered them an amount for them which they thought reasonable, otherwise they would return them. The plaintiffs sent their managing partner down to Hongkong to arrange the matter and settle a price, rather than have the goods returned on their hands. That was done, and payments were made on account until there was a small balance due, and on the eve of New Year's Day the same man came from Canton to effect a final settlement of the account. Certain charges were considered and finally the defendants handed the plaintiff's representative $100 in full settlement of the account.

After hearing the evidence for the defence, his Honour said that the plaintiffs were evidently on their last legs, and brought this suit in the hope of securing some money to back up their business. Moreover, they kept their books in a very irregular manner, and, all considered, they must be non-suited, with costs in favour of the defendants.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.

Buyers:—H.K., C., and M. Steamboats $28, Shell Transports 27/6, Raubs $7¼, Hongkong Docks $135, Kowloon Wharves $102½, Hongkong Hotels $115 ex div., Humphreys Estates $11¼, China Providents $9.60, Tramways $215, ex div, Watsons $13.

Sellers:—Canton Insurances $325, Hongkong Fires $330, China Fires $33, Indo-Chinas $74, China and Manilas $24, Douglases $47, Shell Transports, London, 30/-, Hongkong Lands $110, West Points $50, Humphreys Estates $11¼, Cottons $15, China Borneos $11, Cements $22½, Electrics $15, Ices $236, Ropes $29, Powells $10½.

Sales:—Hongkong Fires $330, China Fires $93, Hongkong Docks $135, Kowloon Wharves $102½, Cements $22.

Nominal:—Hongkong Banks $835, National Banks $47, Unions $785, China Sugars $160, Shanghai Docks Tls. 105, Hongkew Wharves Tls. 242½, Dairy Farms $17, China Light and Power $10½.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	2 2⅛
Do. demand	2.2.3/16
Do. 4 months' sight	2 2 7/16
France—Bank T.T.	2.74
America—Bank T.T.	52⅛
Germany—Bank T.T.	2.23
India T.T.	162½
Do. demand	162½
Shanghai—Bank T.T.	72⅛
Singapore T.T.	71 ⅞ prem
Japan—Bank T.T.	106½
Java—Bank T.T.	131½

Buying.

4 months' sight L/C.	2/2⅛
6 months' sight L/C.	2/2 13/16
30 days' sight San Francisco & New York	53½
4 months' sight do.	54⅛
30 days' sight Sydney and Melbourne	2.27
4 months' sight France	2.78½
6 months' sight "	2.80
4 months' sight Germany	2.27½
Bar Silver	31 3/16
Bank of England rate	3½ %
Sovereign	9.16

To-day's Advertisements.

NOTICE.

OWING to the inclement weather, Lady PIGGOTT'S Party fixed for September 6th will not take place.

Hongkong, 5th September, 1906. [895

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *India* and *Egypt*.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1906. [4

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "BRAEMAR," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and for from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1906. [894

Intimations.

THE

ROBINSON PIANO

CO., LD.,

ARE SHOWING

HIGHEST CLASS

PIANOS,

BY

THE LEADING MAKERS

OF

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Steinway,
Bechstein,
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Collard & Collard,
Hopkinson,
Haake,
Krauss, &c.

CASH OR CREDIT,

OR ON

HIRE FROM $10 PER MONTH INCLUSIVE.

Hongkong, 22nd August, 1906. [38

IF YOU KNOW A GOOD

"SCOTCH"

when you taste it you will appreciate the many good qualities

OF

D. & J. McCALLUM'S

"PERFECTION" WHISKY.

It is all Scotch and the best of all Scotch.

What more need be said?

Your Wine Merchant has it or will get it for you.

Per Case $15.00

SOLE AGENTS:—

H. PRICE & Co.,

WINE MERCHANTS,

12, Queen's Road Central.

Hongkong, 23rd August, 1906. [4

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"MOYUNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

For	Steamers	To Sail
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
*GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
*HAVRE, ROTTERDAM & L'POOL	"KINTUCK" †	30th "

* Taking Cargo for Liverpool at London Rates.
† Via Bangkok.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamer	To Sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *viâ* NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.

WESTWARD.

From	Steamer	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

The S.S. "Stentor," from Pacific Ports, left Kobe on the 31st ultimo for this port, *viâ* Moji and Nagasaki, and is due on or about the 8th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd September, 1906. [3

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
AMOY, MANILA, CEBU and ILOILO	"SUNGKIANG" *	6th September.
TIENTSIN	"HUICHOW" †	7th "
CHEFOO and NEWCHWANG	"KWEIYANG" †	8th "
SHANGHAI	"YOCHOW" †	8th "
MANILA	"TEAN" *	11th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA" * ‡	5th October.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th September, 1906. [9

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 8th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 15th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st September, 1906. [7

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906. [8

Dentistry.

DR. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. [70

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904 [68

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

Steamers.	Destinations.	To Sail
SUEVIA	YOKOHAMA AND KOBE	5th September.
SEGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
*HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.

HOMEWARD.

*SILESIA, Capt. Bable	NAPLES, HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	6th September.
HELVETIA, Capt. Neumann	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	10th September.
*SCANDIA, Capt. v. Döhren	NAPLES, HAVRE, ANTWERP & HAMBURG, Via SINGAPORE, PENANG and COLOMBO	20th September.
LIBERIA, Kler	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	22nd September
SENEGAMBIA, Capt. Peter	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.
SEGOVIA, Capt. Schoenfeldt	HAVRE, BREMEN and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	16th October.
*HABSBURG, Capt. Filler	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	30th October.
BRISGAVIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	13th November.
SITHONIA, Brehmer	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	27th November.
RHENANIA, von Hoff	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	11th December.

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

‡ KOWLOON .....SHANGHAI AND CHINKIANG..... Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked ‡ to

SIEMSSEN & CO.

Hongkong, 3rd September, 1906. [654

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI *viâ* SWATOW	*HANGSANG* †	FRIDAY, 7th Sept., 4 P.M.
MANILA	*LOONGSANG* *	FRIDAY, 7th Sept., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*KUMSANG* *	FRIDAY, 14th Sept., 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th September, 1906. [6

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship

"FOXLEY,"

Captain Butchart, will be despatched for the above Ports, on SATURDAY, the 8th September.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 31st August, 1906. [810

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, *viâ* JAPAN PORTS.
Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"GLENFARG," 4,000 tons,

will be despatched as above, on TUESDAY, the 11th September, at Noon.

"KASADO MARU," 6,000 tons.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to

K. MATSDA,
Manager,
York Building.

Hongkong, 24th August, 1906. [848

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"

will be despatched for the above Ports, on or about the 15th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th September, 1906. [845

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 3rd September, 1906 [4

S.S. "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoc* and *Charente*, and from Havre ex s.s. *Medoc*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 10th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 10th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd September, 1906. [11

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE,"
FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Consignees of Cargo will please take notice that before delivery can be obtained, they must sign an Average Bond, which is lying at the Office of the Undersigned, and pay a deposit of 10 % on the value of their Cargo for contribution to General Average.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd September, 1906. [887

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c. &c

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [51

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $4.75 per Cask ex Factory.
In Bags of 250 lbs. net $2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 30th September, 1905. [57

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 56 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903 6

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET
Hongkong.

Hongkong, 28th April, 1906. [510

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong 10th September, 1901 [6

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

JAPANESE FINANCE.

AN IMPORTANT MISSION.

Mr. Takahashi, Vice-President of the Bank of Japan, is leaving Tokyo on the 6th instant for England, *via* America. It is almost needless to state that his mission is connected with the flotation of a loan for the conversion of high interest bonds. The Government is authorised to issue foreign bonds to the amount of Y250,000,000 for that purpose, and the issue would have been made about the middle of March last had the condition of the European money-market been more favourable. The large issue of Russian bonds and the subsequent disturbances in Russia greatly affected financial circles in Europe, and the issue of the Japanese bonds consequently had to be postponed.

The financial position of the Japanese Government does not allow of any further delay, and if the opportunity for flotation in November next is lost, the Government will have to patiently wait until March or April next. It is also believed that Mr. Takahashi's mission is connected with the issue of the South Manchuria Company debentures. It is pointed out that the company will not call up more than Y2,000,000 in private shares for the present, and has resolved to raise the balance, Y98,000,000, by an issue of debentures abroad. If the Chinese Government takes any share in the company,—which seems unlikely—the debentures can be reduced by that much. But against this suggestion it must be remembered that the guarantee of the interest and principal of the debentures by the Government has to be approved by the Diet, and therefore negotiations for the issue of debentures cannot be undertaken for the present. It is believed that Mr. Takahashi is also commissioned to negotiate certain Municipal loans for the conversion of high interest bonds. The amount of foreign loans applied for to the Japan Credit Mobilier, Limited, by various Municipalities amounts to about Y50,000,000.—*Japan Chronicle.*

SINGAPORE COMMERCIAL SENSATION.

INTERESTING EVIDENCE ON MACHINERY VALUATION.

On Saturday, reports the *Free Press* of August 27th, further evidence was taken by Mr. Colman in the preliminary inquiry into the charges against Mr. H. C. Hogan and Mr J. B. Robertson.

Mr. P. J. Sproule, the Deputy Public Prosecutor, conducted the prosecution, Mr. W. A. N. Battenberg appeared for Mr. Hogan and Mr. F. M. Elliot for Mr. Robertson.

Mr. Sproule said there was a certain matter which he felt it his duty to mention. This was a letter which had appeared in the "Free Press." [He then read a letter from Mr. J. T. Lloyd commenting on statements made by Mr. Coghlan in the witness box at the last hearing of the case.] Regarding the letter he would only say that it was a mean and spiteful attempt to lower the reputation of a successful business rival. He was sure the Court would not pay attention to the letter, but he had to draw attention to a deliberate attempt to prejudice the evidence of a witness. This Court could not inflict punishment for contempt of Court as the offence had not been committed before the Court, but the Supreme Court could and might.

Mr. Elliot, counsel for Mr. Robertson, said that he regretted the letter had appeared. It had appeared absolutely without the knowledge of himself or his client. The Court would see that if the defence wished to bring such evidence they could easily call it. When the letter was published he saw Mr. St. Clair, the Editor of the paper, and asked him not to let similar correspondence appear.

Mr. Battenberg said that after hearing what Mr. Elliot had to say it was incumbent on him to assure the Court that he had no personal knowledge of the sending of the letter. As Mr. Elliot had said if the defedce wanted such evidence they could call it. He greatly regretted the publishing of the letter and wished to assure the Court Mr. Hogan had nothing to do with it.

Mr. Sproule: I don't accuse either counsel or defendants of complicity.

Mr. Colman: I do not assume they had.

Mr. F. C. Wreford, assistant in the Borneo Coy., said he bought most of the machinery for the firm. He was not a technical engineer. He had, however, the help of engineering catalogues which were published very fully now-a-days. Unfortunately he was a shareholder in Hogan and Co. He assisted Mr. Coghlan in the valuation, and did about half the work. They (witness and Mr. Coghlan) had a list given them, and verified it with the actual stock. As far as he could make out the document, "1" was a copy of the list given them by Mr. Hogan. It had been suggested that he had been cognisant of the sending of the letter to the paper, but he would emphatically deny this. The figures were afterwards put in. Some additions were made to the list. They had no access to the books regarding the machinery; but they saw some books regarding the stock. Mr. Coghlan was responsible for the valuation but witness assisted him, and the figures on document "1" were their joint valuation. Witness considered the valuation a fair one—it was very carefully made. He could not remember what the additions he referred to were as he had not seen any of the documents since, but he did not think it possible that anything of importance had been left out. The list marked "schedule B" was given to them by Mr. Hogan. The prices in the margin were the prices of their valuation. He could not say who had written the remarks in red ink.

By Mr. Battenberg: He had been seven years with the Borneo Coy, and five years elsewhere. His experience during the five years

was with John Little's in ironmongery and furniture, where the machinery consisted of lawn mowers and agricultural machinery. When they came to a big machine they turned it up in Mr. Hogan's list and then looking it up in their own lists showing the prices of new and secondhand machinery, thus they formed an estimate of its value.

In estimating the value of a machine they were guided by their price lists. Either of them suggested a price, but witness was ruled by Mr. Coghlan regarding the final figures. He could not remember at whose suggestion he joined Mr. Coghlan in the valuation, possibly it was his own, but he was sure, it was not at Mr. Down's suggestion. It was quite possible he had had conversations with Mr. Down about Mr. Coghlan's forthcoming valuation, but as far as he could remember the suggestion of his accompanying Mr. Coghlan was his own. He went with Mr. Coghlan as he had a personal interest in Hogan & Co., being a shareholder. He had 32 shares. He knew the directors wanted an estimate of the value of the machinery, but he did not know they thought the machinery had been overvalued. He did not know the previous value arrived at and was greatly surprised to hear how much lower their valuation was. He had some experience in valuing machinery, but without the help of a catalogue he could not quote the value of second-hand machinery. He would not swear to the lists, but so far as memory served him they were the ones given him by Mr. Hogan. Witness later identified his figures on the lists. The director did not see the lists until they were completed. Some stuff from the Outdoor Department was not valued as witness and his colleague, Mr. Coghlan, were told the things were away on a steamer.

By Mr. Elliot: The valuation was started about a year ago. Mr. Coghlan and witness worked from 7 a.m. to 10 a.m. for about a month. They stopped at 10 a.m. as it was more convenient to themselves and Hogan & Co. He did not get leave from the Borneo Co. He did the work on his own initiative. He considered he was equally able to value ordinary machinery as Mr. Goldie or Mr. Gilmour were. He did not consider the prices the machinery might fetch at auction. When the machinery was actually auctioned it fetched far below what they had estimated its value at. He shared the fee paid for the valuation. Mr. Robertson was not there at the time of the valuation.

Quee Pong said he was formerly a clerk to Hogan and Co. He was now clerk to the liquidators. He was the typist in Hogan and Co. He could recognise his own typewriting. Exhibit "I" was typewritten by him.

By Mr. Battenberg: He was very busy at the time he made the documents. Some he copied from drafts by Mr. Hogan and others he took down at Mr. Hogan's dictations. When he saw these documents lately Mr. Odell did not suggest that certain ones were from Mr. Hogan's dictation and others from drafts. After much cross-examination it was elicited from witness that "by dictation" he meant copying from a rough note made by Mr. Hogan. He could not be sure whether he made the lists from drafts or from dictation. He was in Hogan & Co.'s all the time Mr. Smellie was there. One day he saw Mr. Smellie give the tamby papers to burn. These papers were from the big safe. Mr. Smellie burned old and useless papers. Mr. Smellie selected papers he wanted and had the rest burned. A large quantity of papers and account books were burned. The bonfire took place at 10 a.m. one morning shortly after Mr. Smellie had joined the firm. Witness was now drawing $40 a month. He joined on $10 a month in 1901 and got rises of $5 and $10 in the first and second years. He got $40 in 1905.

The case was adjourned.

Shipping.

Arrivals.

Nikko Maru, Jap. s.s., 3,434, E. W. Haswell, 4th Sept.,—Nagasaki 31st Aug., Gen.—N. Y. K.

Pronto, Nor. s.s., 838, T. Selberg, 4th Sept.,—Newchwang 25th Aug., Beans and Oil.—Aagaard, Thoresen & Co.

Rajaburi, Ger. s.s., 1,189, O. Koch, 4th Sept.,—Bangkok 28th Aug., Gen.—M. & Co.

Suer, Fr. s.s., 1,026, Schorlow, 4th Sept.,—Amoy 2nd Sept., Ballast.—Order.

Hornby Grange, Br. s.s., 1,492, J. H. Bamford, 4th Sept.,—Buenos Ayres 15th July, Frozen Meat.—Order.

Samsen, Ger. s.s., 998, F. Rehwaldt, 4th Sept.,—Bangkok 28th Aug., Rice and Wood.—B. & S.

Sungkiang, Br. s.s., 985, J. Robinson, 4th Sept.,—Iloilo 31st Aug., Sugar.—B. & S.

Awa Maru, Jap. s.s., 3,912, G. E. P. Cook, 4th Sept.,—Antwerp via London 28th July, and Singapore 30th Aug., Pig Iron and Gen.—N. Y. K.

Silesia, Ger. s.s., 3,138, T. Bahle, 5th Sept.,—Foochow 3rd Sept., Gen.—H. A. L.

Devanha, Br. s.s., 4,785, T. H. Hide, R.N.R., 5th Sept.,—Singapore 31st Aug., Mails and Gen.—P. & O. S. N. Co.

Kiukiang, Br. s.s., 1,227, Davies, 5th Sept.,—Canton 4th Sept., Gen.—B. & S.

Kumsang, Br. s.s., 2,077, E. J. Buller, 5th Sept.,—Calcutta 23rd Aug., Coal.—J. M. & Co.

Ischia, Ital. s.s., 4,182, D. Giuseppe, 5th Sept.,—Bombay 17th Aug., and Singapore 29th, Gen.—C. & Co.

Yochow, Br. s.s., 1,325, J. H. Brown, 5th Sept.,—Shanghai 1st Sept., Gen.—B. & S.

Braemar, Br. s.s., 2,316, J. Saxby, 5th Sept.,—Singapore 29th Aug., Gen.—Order.

Clearances at the Harbour Office.

Devanha, for Shanghai.
Tientsin, for Shanghai.
Hongwan I, for Amoy.
Kumano Maru, for Nagasaki.
Eclipse, for Canton.

Departures.

Sept. 4.

Dupetit-Thouars, Fr. cruiser, for Saigon.

Sept. 5.

Hakata Maru, for Singapore.
Providence, for Bangkok.
Kiangping, for Hongay.
Hongwan I, for Amoy.
Progress, for Kwong-chow-wan.
Quarta, for Samarang.
Pronto, for Canton.
Fatching, for Canton,
Kumano Maru, for Japan.
Helene, for Quinhon.

Passengers arrived.

Per *Silesia*, from Foochow—Mr. Sabs.

Per *Kumsang*, from Calcutta—Mr. Faulkner.

Per *Devanha*, for Hongkong from Colombo—Corpl. Small and 2 gunners, Gunners Waddell and Greeve. From London—Mr. W. P. Davidson, Mrs. Weathe stone, and Mr. S. Moore. From Marseilles—Mr. Bailey. For Shanghai from Penang—Mr. L. Kerr. From London—Mrs. E. G. Davidson, Messrs. W. L. Gerrard, G. Watchu and T. Horrocks. From Marseilles—Messrs. Peine and McLennon. From London for Kobe—Rev. and Mrs. Rowlands. For Yokohama—Mr. A. W. Moxon.

Per *Yochow*, from Shanghai—Misses A. H. Skinner, H. Montgomery, Mr. M. Foyn, and Lieut. A. N. Frazer, R.A.M.C.

Per *Awa Maru*, from Singapore for Hongkong—Mr. and Mrs. Naviguy, and Mr. D. Steel. For Kobe—Mr. Doi.

Passengers departed.

Per *Nippon Maru*, for San Francisco, &c.—Messrs. J. F. Hank, E. S. Abdul Cader, Geo. Middleton, D. Dorabjee, G. Dykeman, A. J. Isreal, R. A. Brown, W. E. Kent, and Mrs. G. Revell.

Per *Caledonien*, for Saigon—Mr. Fidout, Mrs. Damilly, Mr. Mahomed Jee, and 38 Chinese. For Singapore—Mrs. Von Stepski, Mr. Valentin Fillion, 7 Chinese, and 9 Japanese. For Colombo—Messrs. Thoma, Stepel, Sunkind, Dr. and Mrs. Kaempf, Messrs. Munk, Kniesche, John Ezra and K. R. Dairdawalla. For Port Said—Mr. M. S. Szwede. For Marseilles—Messrs. F. Rongean and Pierre Manon.

Per *Salazie*, for Shanghai—Mr. Kreisrat, Dr. Wallan, Messrs. D. von Bohlendorff Kolpin, L. D. Janke, Dr. J. Lucas, Mr. K. von Riepenhausen-Crangen, Consul Dr. Delius, Messrs. J. L. X. F. Darlan, Eulampoix, Verley, J. W. Mennell, R. Christie, Harry De Gray, Theodore C. Hu, Chee Chup Hu, Oy Gee Hu, Miss May Horton, J. Dyer Ball, Adolf Rodlke, A. Pereira and J. Smith. For Yokohama—3 Chinese

Shipping Reports

Str. *Kumsang* from Calcutta:—Experienced moderate to fresh variable winds, heavy rain squalls.

Str. *Yochow* from Shanghai:—Light to moderate NE. winds and fine weather to Brothers, from thence fresh S. to E'ly winds and heavy rain, SE. swell.

Vessels in Port.

STEAMERS.

Athenian, Br. s.s., 2,140, A. O. Cooper, 28th Aug.,—Vancouver, B.C., 2nd Aug., and Shanghai 24th, Gen.—C. P. R. Co.

Changsha, Br. s.s., 1,463, T. Moore, 4th Sept.,—Melbourne 31st July, Sydney 8th Aug., Brisbane 11th, via Broadmount, Townsville, Cairns, Cooktown, and Thursday Id. 29th, Zamboanga 27th, and Manila 31st Sept., Gen.—B. & S.

Chilchar, Nor. s.s., 1,102, H. Nilssen, 1st Sept.,—Bangkok 25th Aug., Gen.—N. Y. K.

Clara Jebsen, Ger. s.s., 1,103, J. Iwersen, 31st Aug.,—Samarang 21st Aug., Sugar.—J. & Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July,—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. S. Co.

Doric, Br. s.s., 4,975, H. Smith, R.N.R., 3rd Sept.,—San Francisco 4th Aug., Honolulu 11th, Yokohama 24th, Kobe 26th, Nagasaki 28th, and Shanghai 31st, Mails and Gen.—O. & O. S. S. Co.

Emma Luyken, Ger. s.s., 1,159, G. Cornand, 16th July,—Mauritius 20th June, Sugar.—Wing Sing & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 4th Sept.,—Vancouver 13th Aug., and Shanghai 1st Sept., Mails and Gen.—C. P. R. Co.

Ghazee, Br. s.s., 3,142, Cave, 3rd Sept.,—Liverpool 1st June, Gen.—D. & Co., Ld.

Haimun, Br. s.s., 636, A. J. Robson, 4th Sept.,—Foochow 31st Aug., and Swatow 3rd Sept., Gen.—D., L. & Co.

Hongkong, Fr. s.s., 742, A. Suzzoni, 3rd Sept.,—Haiphong 1st Sept., Gen.—A. R. M.

Knivsberg, Ger. s.s., 646, C. Jürgensen, 2nd Sept.,—Iloilo 29th Aug., Wood and Sugar.—J. & Co.

Koun Maru, Jap. s.s., 2,876, Y. Minamikawa, 3rd Sept.,—Kobe 28th Aug., Gen.—Mr. Fukuset.

Loongsang, Br. s.s., 1,092, A. G. Smith, 3rd Sept.,—Manila 31st Aug., Gen.—J., M. & Co.

Mausang, Br. s.s., 1,641, R. Houghton, 4th Sept.,—Sandakan 25th Aug., Gen.—J., M. & Co.

Medaleine Rickmers, Ger. s.s., 1,020, S. Simonsen, 28th Aug.,—Bangkok 18th Aug., Rice.—B. & S.

Mercedes, Br. s.s., 2,900, J. S. McGregor, 30th Aug.,—Weihaiwei 23rd Aug., Govt. Stores.—Admiralty.

Minnesota, Am. s.s., 13,323, J. H. Rinder, 24th Aug.,—Seattle 25th July, and Shanghai 21st Aug., Gen.—N. Y. K.

Namhan, Br. s.s., 1,299, A. Jones, 1st Sept.,—Saigon 28th Aug., Rice and Gen.—B. & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June,—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez Blanco, 12th June,—Manila 9th June, Ballast.—Barretto & Co.

Petrarch, Ger. s.s., 1,252, R. Haije, 12th June,—Saigon 7th June, Gen.—S., W. & Co

Raon, Nor. s.s., 775, A. Dekam, 3rd Sept.,—Moji 28th Aug., Coal.—Aagaard, Thoresen & Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 27th Aug.,—Manila 24th Aug., Gen.—S., T. & Co.

Sexta, Ger. s.s., 960, Kraept, 2nd Sept.,—Wakamatsu 26th Aug., Coal.—S. & Co.

Shahjehan, Br. s.s., 1,610, Scott, 25th Aug.,—Saigon 20th Aug., Gen.—Chinese.

Simongan, Dut. s.s., 1,202, Zuiderhoudt, 2nd Sept.,—Samarang and Java Ports 24th Aug., Sugar.—Yuen Fat Hong.

Stettin, Br. s.s., 1,242, Farrell, 3rd Sept.,—Shanghai 31st Aug., Ballast.—Mr. Geo. McBain.

Strathmore, Br. s.s., 2,295, King, 27th Aug.,—Stagen 17th Aug., Coal.—D. & Co., Ld.

Sullberg, Ger. s.s., 781, C. Luppi, 28th Aug.,—Amoy 26th Aug., Gen.—S. & Co.

Tientsin, Br. s.s., 1,200, E. Monkman, 2nd Sept.,—Tamsui 29th Aug., Ballast—B. & S.

Victoria, Swed. s.s., 989, J. F. Hellberg, 27th Aug.,—Sourabaya 17th Aug., Sugar.—Aagaard, Thoresen & Co.

Wongkoi, Ger. s.s., 1,115, W. Rehn, 1st Sept.,—Bangkok and Swatow 31st Aug., Rice and Teakwood.—B. & S.

Z. Y. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaur, 15th June,—Manila 12th June, Ballast.—Barretto & Co.

Zoroaster, Br. s.s., 2,383, J. Evan, 1st Sept.,—Moji 25th Aug., Coal.—B. & Co.

SAILING VESSELS.

Eclipse, Br. bk., 2,968, J. McBryde, 1st Sept.,—New York 6th May, Case Oil.—S. O. Co.

I. F. Chapman, Am. ship, 2,013, R. Banfield, 25th Aug.,—Manila 15th Aug., Ballast.—A., K. & Co.

S. P. Hetchcock, Am. ship, 2,086, S. L. Zertz, 1st Sept.,—Manila 20th Aug., Ballast.—A., K. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Arratoon A'car.	Singapore	D. S. & Co	Sept. 6
Australian	Manila	G., L. & Co	Sept. 7
Bombay Maru.	Singapore	N. Y. K.	Sept. 7
Nicomedia	Japan	P. & A. Co.	Sept. 7
Stentor	Japan	B. & S.	Sept. 8
Gneisenau	Colombo	M. & Co.	Sept. 10
Ceylon Maru	Kobe	N. Y. K.	Sept. 10
Sachsen	Japan	M. & Co.	Sept. 11
Monteagle	Japan	C. P. R. Co	Sept. 11
Kutsang	Calcutta	J., M. & Co	Sept. 13

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Alacrity	at	Kowloon	Dock.
S.M.S. Tsingtau	"	"	"
Athenian	"	"	"
Kwongchow	"	"	"
Strathmore	"	Cosmopolitan	"
Quarta	"	Aberdeen	"

SHANGHAI.

28th August.

Indien	International Dock.
Yoosong and Paoting	New "
Shansi	Tunkado "
Chinkiang	New "
Kuling	Old "

Ships Passed Thro. Canal.

18th July—*Charles Tiberghien, Preussen, Slavonia, Tamba Maru, Ajeddo, Suttonhall.* 20th July—*Deucalion, Konangsi, Satsuma, Socotra, Liderla.* 20th July—*Antenor.* 25th July—*Arcadia, Bencleuch, Oceanien, Trieste, Rhipeus, Sachsen.* 27th July—*Hyson, Inaba Maru, Palawan, Polynesien.* 1st August—*Andalusia, Benmohr, Idomeneus, Laos, Zieten, Senegambia, Shinko Maru.* 3rd August—*Bellerophon, Kintuck, Kawachi Maru.* 8th August—*Benglos, Bratmar, Denbighshire, Manila, Prins Heinrich, Roon, Suevia, Tourane.* 11th August—*Ajax, Machaon, Salazie, Awa Maru, Seydlitz, Tenkai, Acilia, Cambodia.* 14th August—*Benlomond, Kennebec, Peshawur, Segovia, Kamakura Maru, Rhenania.* 18th August—*Agamemnon, Benlawers, Moyune, Poona, Prometheus, Tonkin.* 21st August—*Glenroy, Japan, Nippon.* 25th August—*Bayern, Calchas, Oceanien, Sanuki Maru, Teucer, Iyo Maru.* 28th August—*Merionethshire, Palma, Ellen Rickmers.* 1st September—*Armand Behic, Britgavia, Menelaus, Ningchow, Pingsuey, Sardinia, Nile, Glenavon.* 5th September—*Benvenue, Schuylkill, Hasburg, Schwarzburg.*

Arrivals at Home—18th July—*Akar, Vandalia, C. Ferd Laeisz.* 20th July—*Sithonia, Jason.* 25th July—*Benalder, Benvenue, Flintshire, Seneca, Tamba Maru.* 26th July—*Palermo.* 27th July—*Arcadia, Oceanien.* 1st August—*C. Ferd Laeisz, Trieste.* 2nd August—*Deucalion, Preussen.* 8th August—*Charles Tiberghien, Zieten, Inaba Maru.* 11th August—*Tourane.* 10th August—*Palawan.* 14th August—*Hyson, Roon.* 18th August—*Benmohr, Idomeneus, Satsuma.* 21st August—*Ajax, Andalusia, Kamakura Maru.* 25th August—*Acilia, Seydlitz, Tonkin.* 28th August—*Rhenania, Wrayscastle, Benlomond, Prometheus.* 5th September—*Iyo Maru, Bayern, Nippon, Teucer.*

CHINA COAST METEOROLOGICAL REGISTER.

September 4th, 1906, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.61	—	—	SE	2	—
Hakodate	"	29.65	—	—	NW	2	—
Tokio	"	29.75	—	—	—	0	—
Kochi	"	29.84	—	—	SW	2	—
Nagasaki	"	29.81	—	—	—	0	—
Kagoshima	"	29.84	—	—	N	2	—
Oshima	"	29.85	—	—	—	0	—
Naha	"	29.89	—	—	W	2	—
Ishigakijima	"	29.86	—	—	—	0	—
Chefoo	6 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	—	—	—	—	—	—
Hankow	6 a.m.	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Shanghai	9 a.m.	29.97	81	52	NE	1	b
Gutzlaff	"	—	78	65	NNE	3	cv
Sharp Peak	"	29.85	83	87	NNE	4	or
Amoy	6 a.m.	29.79	79	91	NE	3	c
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.m.	29.83	—	—	—	0	—
Taichu	"	29.82	—	—	—	0	—
Tainan	"	29.80	—	—	—	0	—
Koshun	"	29.80	—	—	E	6	—
Pescadores	"	29.80	—	—	NE	4	—
Canton	9 a.m.	—	—	—	—	—	—
Hongkong	10 a.m.	29.69	77	96	SE	2	op
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.63	—	—	ENE	3	—
Macao	"	29.70	80	—	NE	2	oi
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.84	86	71	—	0	o
Legaspi	6 a.m.	—	—	—	W	1	b
Bacolod	9 a.m.	—	—	—	W	1	b
Iloilo	"	29.85	84	—	SW	2	b
Cebu	"	29.90	83	—	S	1	c
Labuan	"	29.90	85	—	—	—	—

September 5th, 1906, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.65	—	—	W	4	—
Hakodate	"	29.81	—	—	—	0	—
Tokio	"	29.91	—	—	NW	2	—
Kochi	"	29.91	—	—	W	2	—
Nagasaki	"	29.88	—	—	—	0	—
Kagoshima	"	29.88	—	—	NE	2	—
Oshima	"	29.89	—	—	SE	2	—
Naha	"	29.85	—	—	—	0	—
Ishigakijima	"	29.86	—	—	S	2	—
Chefoo	6 a.m.	29.94	65	95	SW	1	b
Weihaiwei	9 a.m.	29.93	75	—	WNW	—	b
Hankow	6 a.m.	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Shanghai	9 a.m.	29.95	78	65	N	1	o
Gutzlaff	"	29.89	79	70	NNE	1	cv
Sharp Peak	"	29.85	79	91	—	0	op
Amoy	6 a.m.	29.81	78	91	SE	3	or
Swatow	"	29.72	78	95	ESE	5	o
Taihoku	5 a.m.	29.82	—	—	—	0	—
Taichu	"	29.84	—	—	—	0	—
Tainan	"	29.83	—	—	SE	4	—
Koshun	"	29.82	—	—	E	2	—
Pescadores	"	29.79	—	—	E	8	—
Canton	9 a.m.	29.64	81	91	NE	1	o
Hongkong	10 a.m.	29.65	83	80	SE	4	oq
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.64	—	—	SE	6	—
Macao	"	29.62	82	—	SE	3	o
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	10 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.84	86	71	SW	0	o
Legaspi	6 a.m.	—	—	—	—	—	—
Bacolod	9 a.m.	—	—	—	W	1	b
Iloilo	"	29.81	84	—	W	1	c
Cebu	"	29.83	83	—	S	2	b
Labuan	"	29.82	85	—	—	—	—

Post Office.

A Mail will close for:—

Kobe and Yokohama—Per *Awa Maru*, 6th Sept., 11 A.M.

Swatow, Amoy and Foochow—Per *Haimun*, 6th Sept., Noon.

Macao—Per *Heungshan*, 6th Sept., 12.15 P.M.

Amoy, Manila, Cebu and Iloilo—Per *Sungkiang*, 6th Sept., 2 P.M.

Singapore and Colombo—Per *Silesia*, 6th Sept., 4 P.M.

Hoihow and Haiphong—Per *Hongkong*, 7th Sept., 9 A.M.

Hoihow and Bangkok—Per *Childar*, 7th Sept., 10 A.M.

Manila, Thursday Island, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Nikko Maru*, 7th Sept., 11 A.M.

Amoy, Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 7th Sept., 11 A.M.

Macao—Per *Heungshan*, 7th Sept., 12.15 P.M.

Tientsin—Per *Hsichow*, 7th Sept., 3 P.M.

Manila—Per *Loongsang*, 7th Sept., 3 P.M.

Swatow and Shanghai—Per *Hangsang*, 7th Sept., 3 P.M.

Kobe—Per *Koun Maru*, 7th Sept., 5 P.M.

VISITORS AT THE HOTELS.

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Andrus, Master V. S.	Little, A. C.
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Chapman, Mr. & Mrs. Francis	Moses, E. J.
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Cunningham, Mr. and Mrs. A.	Mursaw, E.
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Goldman, D.	Paine, A. E.
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Halben, O.	Pearse, Dr. W. W.
Hargis, Mrs. L. V.	Repide, J. G.
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Boone, H. L.	Marriott, Dr. O.
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Campbell, L. F.	McGregor, Mrs. J. S.
Carter, A.	Moore, Dr. and Mrs. W. B. A.
Chichester, D.A.A.G., D.S.O., Major A. A.	Moreno, A., (Consul General of Panama)
Chichester, Mrs. A. A.	Newborn, Mr. & Mrs. R. H.
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Clark, T.	Patey, Mr. and Mrs. E. O.
Clarke, Mr. and Mrs. T. W.	Peake, W.
Colby, Mr. and Mrs. F. G.	Perkins, Mr. and Mrs. T. L.
Colby, Miss and Master	Pfordten, A. R. Von der
Colvin, H. E.	Point E.
Connor, J. L.	Powell, W. A.
Cruickshank, A.	Preshaw, C. M.
Davidson, Peter	Quander, J. P. Jr.
Davies, F. O.	Reid, H. I.
Donald, Mr. and Mrs. W. H.	Roach, Mrs. J. S. and child
Doolittle, F. H.	Shepherd, Mr. & Mrs. E. Bruce
Dowley, Mr. and Mrs. W. A.	Skinn, A.
Downing, T. C.	Spittles, J. S.
Duck, S. D.	Stebbing, W. T.
Dunlop, G. A.	Stephens, H.
Einstmann, W.	Stevens, Rev. A. J.
Engelhardt, H.	Sutherland, P. D.
Engelhardt, Mr. and Mrs. G. W.	Thomas, H. P.
Fairchild, H. J.	Thompson, Mr. & Mrs.
Fischer, R.	Thompson, Miss H. M.
Fox, Marshall P.	Todd, Mr. & Mrs. J. H.
Fisher, H. G.	Uffel, W. Von.
Franklin, C. B.	Unbehaun, C. H.
Frost, B. L.	Williams, S.
Fuller, Denman	Wishart, J. B.
Fuller, Stuart J., (American Vice Consul General)	Wood, G. G.
Gibson, A.	Woods, R. G.
	Wright, Mr. & Mrs. T.

	Sept. 4 at 10 a.m.	Sept. 4 at 4 p.m.
Barometer	29.69	29.62
Temperature	77	80
Humidity	96	86
Rainfall	1.41	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1,700	4	3,000	Commander E. La T. Leatham	Hongkong
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	Hongkong
Bramble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtsze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtsze
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Yangtsze
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Shanghai
Diadem	cruiser, 1st class	11,000	16	16,500	Captain H. W. Savory, M.V.O.	Weihaiwei
Fame	torpedo boat destroyer	366	6	5,700	Lieut.-Commander Hughes	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain H. Grant-Dalton	en route Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander R. Henniker-Heaton	"
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander W. H. Darwall	"
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. V. Y. de Horsey	"
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thursby	"
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Yangtsze
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Weihaiwei
Moorhen	river gunboat	180	2	800	Lieut.-Commander Robert E. Vaughan	Macao
Otter	torpedo boat destroyer	350	6	5,300	Lieut.-Commander J. Kiddle	Weihaiwei
Robin	river gunboat	85	2	240	Lieut.-Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Allay	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander J. T. S. Lyne	Yangtsze
Taku	torpedo boat destroyer

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

T.M.S. Steamship

"MALTA,

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Macedonia*, 10,512 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arcadia*, due in London on the 21st October, 1906.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 25th August, 1906. 14

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 18th September, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia, with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *SALAZIE*..... 2nd October.
S.S. *OCEANIEN* .....16th October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th September, 1906. [11

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleiades * ...	3,753	F.G. Purington	20th Sept.
*Lyra**	4,417	G. V. Williams	29th Sept.
Shawmut ...	9,606	E. V. Roberts	24th Oct.
Tremont.....	9,606	T. W. Garlick.	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 27th August, 1906. [12

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship	About
"ATHOLL"	11th September.
"ERROLL"	2nd October.

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 30th August, 1906.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

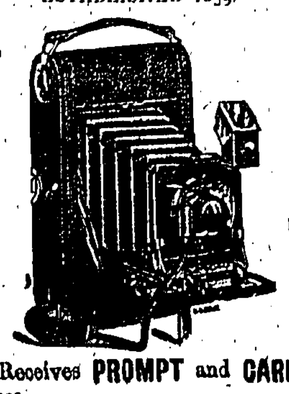
	Per Case.
BRANDY * * * *	$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,
GENERAL HOUSEHOLD
REQUISITES.
&c., &c., &c.



DEPOT
FOR
EASTMAN'S
KODAKS, FILMS,
AND
ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**
Hongkong, 16th May, 1905. [49

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 $10,250,000 $250,000	$1,712,472.	£1.15/- @ Ex. 2/1½=$16 47 for first half-year 1906	5½ %	$835 London £93.15/- ex div
National Bank of China, Limited.....	99,925	£7	£6	£12,735 $150,000	$74,099	$2 (London 3/6) for 1903	...	$47
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,600,000 $147,895	$211,540	$20 for 1904	6¼ %	$325
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 ..... Tls. 2.62 on account 1905	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	$250	$100	$2,000,000 £40,000 $331,131 $1,153,844 $569,279	$2,702,271	Interim div. of $30 for 1905.....	4½ %	$785
Yangtsze Insurance Association, Limited	8,000	$100	$60	$800,000 $61,278 $15,527	$508,134	$12 and $3 special dividend for 1904	8½ %	$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $229,488 $2,616	$344,648	$6 for 1904	6½ %	$93 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	$250	$50	$1,220,928	$422,618	$25 for 1904	7½ %	$330 sales
SHIPPING.								
China and Manila Steamship Company, Limited.....	30,000	$25	$25	$6,000	$6,563	$1½ for 1905	6½ %	$24 buyers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 $88,941	Nil.	$3½ for year ended 30.6.1905.....	7½ %	$47
Hongkong, Canton & Macao Steamboat Co., Ld. ...	80,000	$15	$15	$250,000 $600,000 $144,386	$5,464	1/- for 1st half-year 1906	7½ %	$28 buyers
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	£120,000 £280,958 £3,999	£2,412	10/- @ ex. 2/1 9/16=$1.69	6½ %	$74 sellers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 40,000	Tls 23,156	Interim div. of Tls 2½ Interim div. of Tls. 1½ a/c 1906	8½ % 6¼ %	Tls. 60 sellers Tls. 50 buyers
Do. (Preference)	100,000			£400,000	£107,815	1/- (Coupon No. 6) for 1905	4 %	27/6 buyers
Shell" Transport and Trading Company, Limited...	1,000,000	£1	£1	£4,144 $65,000				
"Star" Ferry Company, Limited.....	10,000 10,000	$10 $10	$10 $5	$32,957	$218	$1.50 $0.75 for year ending 30.4.1906.....	5¼ % 3¼ %	$29 $20
Ta-ku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	13,913	Interim div. of Tls. 2 account 1906	9 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	100	$100	$850,000 $450,000 $86,129	140,914	Final of $15 making $25 for 1905	15½ %	$160
Luzon Sugar Refining Company, Limited.....	7,000	$100	$100	none	Dr. $132,588	$3 for 1897.....	...	$22½ buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2½ for year ending 30.9.04	...	Tls. 80 sales
MINING								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 buyers
Central Consolidated Mining Company, Limited ...	500,000	G $10	G. $10	none	G $909,050	Final of 50 cents making G $1 for 1905 ..	7 %	G. $14 nominal
South Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £8,745	No. 17 of 1/-=48 cents	...	$7½ buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$70,000	$8,915	$2 for 1905	9 %	$22
Hongkong & Kowloon Wharf and Godown Co., Ld..	40,000	$50	$50	$550,000 $65,160 $20,000	$20,040	$2½ for a/c 1906	6' %	$103 buyers
Hongkong and Whampoa Dock Company, Ld.	60,000	$50	$50	$49,500	$392,087	$6 for first half-year ending 30.6.06.....	8½ %	$135 buyers
New Amoy Dock Company, Limited	10,000	$6¼	$6¼	$88,000	$2,221	$1 for 1905	5½ %	$18
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6 ..	7¾ %	Tls. 106 buyers
Shanghai and Hongkew Wharf Company, Limited ...	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	5¾ %	Tls. 240 ex div.
Yangtsze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai) ...	10,000	$25	$25	$29,516	$8,418	$3 for year ended 30.6.1906.....	10 %	$30
Central Stores, Limited	6,000	$15	$15			$2.40 on $12 for 1905.....	13½ %	$18 sales
Do. (new issue).....	24,000	$15	$15	none	$4,719	7 % on $7½ for 1905	...	$15½ sales
Do. (Founders').....	123	$15	$12			None	...	$300 buyers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 $19,075	$10,057	$5 for first half-year for 1906	8½ %	$115 ex div. b.
Hongkong Land Investment and Agency Co., Ld. ...	60,000	$100	$100	$250,000	$67,839	Interim div. of $3½ account 1906.....	6½ %	$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 %=10 % for 1905.....	16 %	Tls. 15½ sellers
Hotel Metropole Company, Limited	2,000	$100	$100	none	$4,699	Final of $6 making $10	10 %	$100
Humphreys Estate & Finance Company, Limited ...	100,000	$10	$10	$208,386 $50,000	$5,070	80 cents for 1905	7 %	$11½
Kowloon Land and Building Company, Limited.....	6,000	$50	$30	none	$574	$2½ for 1905.....	6½ %	$39
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5½ %	Tls. 110
West Point Building Company, Limited	12,500	$50	$50	none	$772	Interim div. of $2 account 1906	8 %	$50
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10½ %	Tls. 77 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	$30,000	$23,264	$1 for the year ending 31.7.05.....	6½ %	$15
International Cotton Manufacturing Company, Ld....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 68 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905.....	9½ %	Tls. 82 buyers
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7½ %	Tls. 320 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	$100	$100	none	$1,066	$7 for 1905	7½ %	$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	£856	1/3 per share for 1905	8½ %	$7
Campbell, Moore & Co., Limited.....	1,200	$10	$10	$9,000	$1,097	$3 for 1905.....	9½ %	$32
China-Borneo Company, Limited.....	60,000	$12	$12	none	Nil.	$1 for 1904.....	...	$11
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ...	15½ %	Tls. 65 buyers
China Light and Power Company, Limited	50,000	$10	$10	none	$1,219	60 cents for year ended 28.2.06	6 %	$10½
China Provident Loan & Mortgage Company, Ld. ...	100,000	$10	$10	$8,0000	$1,581	80 cents for 1905	8½ %	$9.75
Dairy Farm Company, Limited	25,000	$7½	$6	$25,000	$2,864	$1.20 for year ending 31.7.1905	7 %	$17
Green Island Cement Company, Limited	200,000	$10	$10	$410,000 $500,000	$52,291	Int. div. of 75 cents for ¾-year ended 30.6.06	9 %	$22 buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$20,893	$2½ for year ending 28.2.06	10½ %	$23½ buyers
Hongkong Electric Company, Limited.....	60,000	$10	$10	none	$2,568	$1.00 65 cents for 10 months ending 28.2.06 ...	8½ %	$14½ buyers
Hongkong High-Level Tramways Company, Ld.....	1,250	$100	$100	$50,000	$2,796	1st div. of $20 for 10½ months ending 18.10.05..	10½ %	$215 ex div.
Hongkong Ice Company, Limited	5,000	$25	$25	$80,000	$3,776	Int. div. of $4 for ¾-year ended 30.6.06	8 %	$236
Hongkong Rope Manufacturing Company, Ld.	50,000	$10	$10	$61,000	$5,813	$9 for 1905 on 5 shares.....	6½ %	$29
Hongkong Steam Waterboat Company, Limited.....	15,000	$10	$10	$2,500	$88	Final of 50 cents making $1 for the year...	12½ %	$8
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7½ making Tls. 15 so far a/c yr. ended 31.10.06 ...	9½ %	Tls. 240 sales
Philippine Company, Limited	67,500	$10	$10	none	Dr. P. 34,324	None	...	$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3½ account 1906	6½ %	Tls. 125 buyers
Shanghai Horse Bazaar Co., Ld.	5,400	Tls. 50	Tls. 50	Tls. 45,020	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10½ %	Tls. 135 ex div.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6½ %	Tls. 80 buyers
Shanghai Waterworks Company, Limited.....	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for ½-year 1906	...	Tls. 360
	7,200	£20	£10			Interim div. of 5/- for ½-year 1906	...	Tls. 280
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	...	$21½
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$1,134	50 cents for year ended 31.5.05	8½ %	$6
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7½ %	Tls. 105
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$25,000	$752	70 cents $9.90 for year ended 31.5.1906.....	8½ % 6½ %	$8 $150
Do. (Founders')	100	$10	$10					
Watson, (A. S.) & Co., Limited.....	90,000	$10	$10	$300,000 $25,000	$7,734	Final of 50 cents making $1, for 1905	7½ %	$13
William Powell, Limited	15,000	$10	$10	$4,500	$676	Interim div. of 50 cts. for the year 1905/6..	10 %	$10 buyers

DIVIDENDS PAYABLE

Shanghai Sumatra Tobacco Co., Ld.....	Tls. 4	7th September
Hk. Cotton Spinning, Weaving & Dyeing Co., Ld.	$1.25	9th September
Maatschappij tot Mijn-Boschen Landbouwexploitatie in Langkat	Tls. 7½	15th September

Printed and Published by JOSE PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Ice House Road, in the City of Victoria, Hongkong.